



State of California  
Business, Transportation and Housing Agency  
Department of Transportation  
District 7

# **I-5 Corridor Improvement Project (I-605 to I-710)**

Los Angeles County, California  
District 07 -07-LA-005  
PM 6.4/14.9

## **Scoping Summary Report**

“Scoping is an early and open process for identifying important issues related to the proposed action” — *U.S Council on Environmental Quality*

**May 2008**

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## **Chapter 1                      Introduction**

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The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to initiate studies to construct freeway improvements to Interstate 5 (I-5) from Interstate 605 (I-605) through the I-5/Interstate 710 (I-710) interchange in Los Angeles County. The proposed project consists of widening the I-5 to accommodate additional lanes in both directions. Depending on the alternative selected, the project may also include modifications to the I-605 and I-710 interchanges. The proposed construction will improve both traffic circulation of the mainline and access to the freeway from surrounding cities.

As of July 1, 2007, California Department of Transportation (Caltrans) has assumed Federal Highway Administration's (FHWA) authority and responsibility for the compliance with NEPA and other environmental laws. The Memorandum of Understanding (MOU) between the Federal Highway Administration and Caltrans concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program allows Caltrans to serve as the Federal lead agency on this project.

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) both allow for and encourage public participation during the environmental evaluation phase of any transit project. Therefore, scoping meetings were held for the I-5 Corridor Improvement Project (I-605 to I-710) followed the established federal and state standards. This Scoping Summary Report documents those public information and participation activities.

## **Chapter 2                      Notice of Preparation and Notice of Intent**

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### **Notice of Preparation**

Prior to engaging the public, Caltrans submitted a Notice of Preparation (NOP) for the project under the California Environmental Quality Act (CEQA) to the State Clearinghouse (See Attachment A). During this time, the NOP was also distributed to the project master database including federal, tribal, state, regional, county, and local agencies; elected officials; special districts, and interested stakeholders and was available to the general public notifying them of the project studies being prepared along with the scoping meeting location, date, time and where to send comments. The master distribution lists for distribution of all the project scoping materials, are provided in Attachment B. Table 2.1 lists the elected offices who received the NOP.

**Table 2.1 NOP Distribution to Elected Offices**

<b>Elected Officials</b>	<b>Address</b>
Assemblymember Bob Huff, 60 <sup>th</sup> District	23355 E. Golden Springs Drive Diamond Bar, CA 91765
Assemblymember Tony Mendoza, 56 <sup>th</sup> District	12501 E. Imperial Hyw, Suite 210 Norwalk, CA 90706
Assemblymember Hector De La Torre, 50 <sup>th</sup> District	8724 Garfield Avenue Suite 104 South Gate, CA 90208
Congressmember, Lucille Roybal-Allard, 34 <sup>th</sup> District	255 Temple Street, Suite 1820 Los Angeles, CA 90012
Congressmember, Linda Sanchez, 39 <sup>th</sup> District	305 N. Harbor Boulevard #300 11627 East Telegraph Road, #100 Santa Fe Springs, CA 90670
Congressmember, Grace Napolitano, 38th District	1600 W. Beverly Boulevard Montebello, CA 90640
Mayor Ed Vazquez City of Montebello	12700 Norwalk Boulevard Norwalk, CA 90650
Mayor Jesse M. Luera City of Norwalk	11111 Brookshire Avenue Downey, CA 90241
Mayor Meredith H. Perkins City of Downey	2535 Commerce Way Commerce, CA 90040
Mayor Robert C. Fierro City of Commerce	11710 E. Telegraph Road Santa Fe Springs, CA 90670
Mayor Luis M. Gonzalez City of Santa Fe Springs	200 N. Spring Street, RM 303 Los Angeles, CA 90012
Mayor Antonio Villaraigosa City of Los Angeles	16401 Paramount Boulevard Paramount, CA 90807
Senator Alan Lowenthal, 27 <sup>th</sup> District	400 North Montebello Boulevard, Suite 100 Montebello, CA 90640
Senator Ron S. Calderon, 30th District	500 W. Temple Street, RM 822 Los Angeles, CA 90012
County Supervisor Don Knabe, 4th District	500 W. Temple Street, RM 822 Los Angeles, CA 90012
County Supervisor Gloria Molina, 1st District	

The State Clearinghouse (SCH) distributed the NOP on February 11, 2008, encouraging recipients to submit comments in a timely manner; a copy of the SCH letter is provided in Attachment C.

Written comments received in response to the NOP are summarized in Table 2.2. Copies of these written comments are provided in Attachment D.

**Table 2.2 Written Comments**

<b>NOP Written Responses</b>	
<b>Agency/Interested Party</b>	<b>Comment</b>
<b>Responses from State Agencies</b>	
Native American Heritage Commission	Outlines the process to adequately assess the project-related impacts as well as the preservation of California's Native American cultural resources. Also attached the Native American contact list.
California Public Utilities Commission (CPUC)	CPUC requires commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings. The Engineering Section (RCES) acknowledged the receipt of the NOP, detailed types of modifications to crossings and the process to request for authorization. RCES recommended Caltrans organize a meeting to discuss safety issues and requirements of a GO88 – B.

### **Notice of Intent**

The Federal Highway Administration (FHWA) arranged for the publication of the Notice of Intent (NOI) for the project on February 21, 2008 under the National Environmental Policy Act (NEPA). A copy of the NOI is provided in Attachment E.

### **Chapter 3                      Notice of Scoping/Initiation of Studies Letters**

On February 6, 2008, Caltrans distributed a Notice of Scoping/Initiation of Studies to advise recipients of the commencement of studies for constructing freeway improvements on I-5 from I-605 to the I-710 interchange in Los Angeles County. The letter also stated Caltrans intentions to prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to evaluate the anticipated environmental effects and recommend measures to mitigate those effects pursuant to the California Environmental Quality Act (CEQA).

In an effort to encourage recipient participation, detailed information regarding project scoping meetings was included, as well as contact information for the submission of comments concerning possible alternatives or potential social, economic and environmental impacts as they pertain to the proposed project.

The Notice of Scoping/Initiation of Studies letter was sent to elected and city officials, Federal, State, Regional, County and Local Agencies and are provided in Attachment F and G. In addition to the two categories aforementioned, the letter was also mailed to the master scoping distribution lists in Attachment B.

In summary, seven agency letters were received in response to the Notice of Scoping/Initiation of Studies Letters, two of which felt the proposed project had no affect or impact on their facilities and services. The other letters provided recommendations as to dealing with abandoned wells and air quality impacts and measurements.

<b>Agency/Interstate Party</b>	<b>Comment</b>
<b>Responses from Federal Agencies</b>	
Tom Plenys Environmental Review Office United States Environmental Protection Agency	Recommendations regarding project scope and the possibility of additional improvements outside of the scope of the project; Alternatives Analysis process recommendations; DEIS should provide detailed discussion and measurements of Ambient Air, Mobile Source Air Toxins. Also included recommendations for a Construction Emissions Mitigation Plan. The EPA also commented on its concerns regarding the following topics: Transportation Conformity, Greenhouse Gas Emission, Environmental Justice, Cumulative Impact Analysis and Water and Wetlands Resources.

Agency/Interstate Party	Comment
<b>Responses from Elected Officials and State Agencies</b>	
Paul Frost Associated Oil & Gas Engineer State of California, Resources Agency, Department of Conservation	Recommendations on the dealing with abandoned wells within or in close proximity to project area.
<b>Responses from Regional, County, and Local Agencies</b>	
Steve Smith, Ph.D. Program Supervisor, CEQA Section South Coast Air Quality Management District	Recommendations to the analysis of potential air quality impacts from the proposed project to be included in EIR. Recommendations on mitigation measures should the project generates significant adverse effects. Offered SCQMD data sources for project use.
Terri Maguire Chief Deputy County Librarian County of Los Angeles Public Library	Project will not impact library services.
Clement Lau, AICP Park Planner County of Los Angeles Department of Parks and Recreation	Proposed project will not affect facilities under the jurisdiction of Department.
Shari Afshari Assistant Deputy Director City of Los Angeles Department of Public Works	Recommendations to address the impacts and incorporate recommendations presented in the Alternative Analysis for the Interstate 5 and Interstate 710 Interchange.
Delaine W. Shane Manager, Environmental Planning Team Metropolitan Water District	Identified three facilities in close proximity to the project; the Middle Feeder, the Lower Feeder and the South Coast Feeder. Recommended for any plans regarding future excavation or activity that may occur due to the proposed project must be submitted for review and written approval.

The Environmental Protection Agency (EPA) and Metropolitan Water District (MWD) response letters to the Notice of Studies Letters also included their acceptance as Participating Agencies. The EPA and MWD letters are provided in Attachments I.



## **Chapter 4 Cooperating and Participating Agency Letters**

As part of the NEPA requirements, Caltrans transmitted a letter to federal agencies where it briefly defined the project goals and asked federal agencies to become a Cooperating/ Participating agency on the proposed project.

In addition, Caltrans also complied with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which requires that Federal and non-Federal agencies that may have an interest in the project be asked to be Participating Agencies in the environmental review process for the project.

Participating Agencies have the following obligations:

- To provide meaningful and early input on defining the project purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- To participate in coordination meetings and joint field reviews as appropriate.
- To provide timely review and comment on the pre-Draft and pre-Final EISs to reflect the views and concerns of the participating agency on the adequacy of the document, alternatives considered, and the anticipated project impacts and mitigation.

Agencies in receipt of the letter were asked to correspond to Caltrans with acceptance or the decline to become a Participating Agency. A copy of the Invitation to Become Participating Agency Letter is provided in Attachment H. Table 4.1 lists of the 112 agencies that Caltrans mailed Participating Agency letters (19 federal agencies, 12 State and 81 regional, county and local agencies). Four federal agencies responded to the invitation; three of which declined the opportunity.

**Table 4.1: Agencies Invited to become Participating Agencies**

<b>FEDERAL AGENCIES</b>	
Environmental Clearance Officer Dept. Of Housing and Urban Development 600 Harrison St. San Francisco, CA 94102	Department of Health and Human Services, Office of Environmental Affairs Ms. Sandra Shewry, Director 200 Independence Avenue, SW, Room 537F Washington, DC 20201
Department of the Interior, Office of Environmental Affairs Mr. Willie R. Taylor, Director 1849 C 1849 C Street, NW, Main Interior Building, MS 2340 Washington, DC 20590	U.S. Department of Energy, Office of Environmental Compliance Mr. Raymond L. Orbach, Director 1000 Independence Avenue, SW, Room 4G-064 Washington, DC 20585
U.S. Environmental Protection Agency (EPA), Office of Federal Activities (A-104) 401 M Street, SW Washington, DC 20460	U.S. Federal Railroad Administration, Office of Policy and Plans 400 7th Street, SW Washington, DC 20590
Center for Disease Control 1600 Clifton Road, MS F-29 Atlanta, GA 30333	Environmental Protection Agency Ms. Felicia Marcus 75 Hawthorne Street San Francisco, CA 94105
Environmental Protection Agency, Region 9 Ms. Felicia Marcus, EIS Coordinator 75 Hawthorne Street San Francisco, CA 94105-3901	Federal Transit Administration Mr. Hymie Lunden 201 Mission Street, Suite 2210 San Francisco, CA 94105
FHWA Mr. Jeff Kolb, Transportation Engineer 980 Capitol Mall, Suite 4-100 Sacramento, CA 95814	FHWA Mr. Glenn Clinton 980 Capitol Mall, Suite 4-100 Sacramento, CA 95814-2724
FHWA Ms. Maryann Rondinello 980 Capitol Mall, Suite 4-100 Sacramento, CA 95814-2724	FHWA Ms. Stephanie Stoermer, Environmental Specialist 980 Capitol Mall, Suite 4-100 Sacramento, CA 95814
U.S. Army Corps of Engineers Ms. Ruth Villa Lobos 915 Wilshire Blvd. #980 Los Angeles, CA 90017	U.S. Army Corps of Engineers Col. Alex C. Dornstauder, District Commander 915 Wilshire Blvd. #980 Los Angeles, CA 90017
U.S. Department of Transportation-FHWA Mr. Steve Healow, Transportation Engineer, CA Division 650 Capitol Mall, Suite 4-100 Sacramento, CA 95814-4708	U.S. Environmental Protection Agency Mr. Wayne Nastri Region 9 Administrator 75 Hawthorne Street San Francisco, CA 94105
U.S. Fish & Wildlife Service Mr. Steve Thomson 6010 Hidden Valley Rd. Carlsbad, CA 92008	

STATE AGENCIES	
Air Quality Management District Mr. William A. Burke Chairman 21866 E. Copley Drive Diamond Bar, CA 91765	California Air Resources Board Mr. James Boyd 9528 Telstar Ave. El Monte, CA 91734
California Air Resources Board Mr. Don Drachane Chief 9528 Telstar Ave. El Monte, CA 91734	California Dept. of Transportation Mr. David Cohen Associate Environmental Planner P.O. Box 942873 Sacramento, CA 942730001
California Division of State Architect Mr. Jack Bruce Regional Manager 311 S. Spring St., #1301 Los Angeles, CA 90013	California Environmental Protection Agency Mr. Rod Collins Environmental Scientist 320 W. 4th Street, #200 Los Angeles, CA 90013
California Fish & Game Mr. Naeem Siddiqui Environmental Specialist 4665 Lampson Ave. Suite C Los Alamitos, CA 90720	California Highway Patrol Sergeant John Lessentine 10051 Orr & Day Road Santa Fe Springs, CA 90670
California Highway Patrol Captain R. L. Criner 10051 Orr and Day Road Santa Fe Springs, CA 90670	California Highway Patrol E.W. Gomez Chief 411 N. Central Avenue, Suite 410 Glendale, CA 91203-2020
California Public Utilities Commission Los Angeles Representative 320 W. 4th Street, Suite 500 Los Angeles, CA 90013	California State Lands Commission Mr. Paul Thayer Executive Officer 100 Howe Ave., #100 South Sacramento, CA 95825-8202

<b>REGIONAL/COUNTY/LOCAL AGENCIES</b>	
City of Santa Fe Springs, Community Services Dept. Ms. Ana Alvarez, Director 11710 E. Telegraph Road Santa Fe Springs CA 90670	Southern California Edison, Corporate Real Estate Mr. Nolan Lam 14799 Chestnut Street Westminster, CA 91683
Office of Historic Preservation, Dept. of Parks and Rec. Mr. Hans Kreutzberg P.O. Box 942896 Sacramento, CA 95296-0001	Los Angeles County Dept. of Public Works, Flood Maintenance Mr. Fred Rupin P.O. Box 1460 Alhambra, CA 91802-1460
City of Santa Fe Springs, Planning and Development Dept. Mr. Robert Orpin Director 11710 E. Telegraph Road Santa Fe Springs, CA 90670	City of Downey, Planning Department Mr. John Godlewski Planning Director 11111 Brookshire Avenue Downey, CA 90241-7016
City of Santa Fe Springs, Police Services Dept. Mr. Fernando Tarin Director 11576 Telegraph Road Santa Fe Springs, CA 90670-9928	City of Santa Fe Springs, Public Works Mr. Don Jensen Public Works Director/ TAC Member 11710 E. Telegraph Road Santa Fe Springs, CA 90670
City of Santa Fe Springs, Public Works Mr. Thomas R. Lopez Assistant Director 11710 E. Telegraph Road Santa Fe Springs, CA 90670	City of Santa Fe Springs, Public Works Mr. Tom Lopez Assistant Director 11710 E. Telegraph Road Santa Fe Springs, CA 90670
City of Downey, Public Works Dept. Mr. Desi Alvarez Director/ TAC Member 11111 Brookshire Avenue Downey, CA 90241	City of Norwalk, Redevelopment Department Mr. Tom Lynch Executive Director 12700 Norwalk Blvd. Norwalk, CA 90650
City of Commerce Mr. Robert Zarrilli Public Services Director 2525 Commerce Way Commerce, CA 90040	City of Commerce Ms. Linda K. Olivieri Interim City Manager 2535 Commerce Way Commerce, CA 90040
City of Commerce Mr. Robert Sepulveda JPA Member 2535 Commerce Way Commerce, CA 90040	City of Commerce, Public Library - Greenwood Branch Ms. Martha Urrea 6139 Greenwood Avenue Los Angeles, CA 90040

<b>REGIONAL/COUNTY/LOCAL AGENCIES</b>	
City of Commerce, Public Library - Atlantic Branch Ms. Olivia Audoma Branch Supervisor 2269 South Atlantic Boulevard Los Angeles, CA 90040	City of Commerce Mr. Victor San Lucas City Engineer/ TAC Member 2535 Commerce Way Commerce, CA 90040
City of Downey, Traffic Committee Mrs. Doris McArthur Member 9377 Farm Street Downey, CA 90241-2953	City of Downey, Traffic Committee Mr. James Pryor Member 7815 Luxor Street Downey, CA 90241-4677
City of Downey, Traffic Committee Mr. William Sanchez Member 11523 Adco Avenue, #18 Downey, CA 90241	City of Downey, Traffic Committee Member 8734 Prichard St. Downey, CA 90242
City of Downey Mr. Gerald Caton City Manager 11111 Brookshire Avenue Downey, CA 90241	City of Downey, Planning Commission Mr. Jeff McCaughan Commissioner 10342 Wiley Burke Avenue Downey, CA 90241
City of Downey, Planning Commission Mr. Jerry Lambros Commissioner 9905 Pangborn Avenue Downey, CA 90240	City of Downey, Traffic Committee Mr. Dennis Pagenkopp Chair 9925 Parrot Avenue Downey, CA 90240-3821
City of Downey, Planning Commission Mr. Michael Murray Commissioner 12236 Eastbrook Avenue Downey, CA 90242	City of Downey, Planning Commission Mr. Roger Brossmer Commissioner 12744 Parrot Avenue Downey, CA 90242
City of Downey, Planning Commission Mr. Stephen Allen Commissioner 7539 Quill Drive Downey, CA 90241	City of Norwalk, Planning Commission Ms. Kim Apodaca Chairman 12700 Norwalk Blvd. Norwalk, CA 90651-1030

<b>REGIONAL/COUNTY/LOCAL AGENCIES</b>	
City of Santa Fe Springs, Planning Commission Mr. Jane McEntee Commissioner 11710 E. Telegraph Road Santa Fe Springs, CA 90670-3679	City of Santa Fe Springs, Planning Commission Mr. Lillian Puentes Chairperson 11710 E. Telegraph Road Santa Fe Springs, CA 90670-3679
City of Santa Fe Springs Mr. Fred Latham City Manager 11710 E. Telegraph Road Santa Fe Springs, CA 90670	City of Santa Fe Springs, Planning Commission Mr. Bill Rounds, Commissioner 11710 E. Telegraph Road Santa Fe Springs, CA 90670-3679
City of Santa Fe Springs, Traffic Commission Mr. Daniel Canchola Chairperson 11710 Telegraph Road Santa Fe Springs, CA 90670	City of Santa Fe Springs, Chamber Commission Mr. Kathy Fink Executive Director 12016 E. Telegraph Road, Suite 100 Santa Fe Springs, CA 90670
City of Santa Fe Springs, Planning Commission Ms. Laurie Rios Commissioner 11710 E. Telegraph Road Santa Fe Springs, CA 90670-3679	City of Santa Fe Springs, Traffic Commission Ms. Arcelia Valenzuela Commissioner 11710 Telegraph Road Santa Fe Springs, CA 90670
City of Santa Fe Springs, Planning Commission Mr. Michael Madrigal Commissioner 11710 E. Telegraph Road Santa Fe Springs, CA 90670-3679	City of Santa Fe Springs, Traffic Commission Mr. Gus Velasco, Jr. Commissioner 11710 Telegraph Road Santa Fe Springs, CA 90670
City of Santa Fe Springs, Traffic Commission Ms. Kim Zollman Commissioner 11710 Telegraph Road Santa Fe Springs, CA 90670	City of Santa Fe Springs, Traffic Commission Ms. Sarah Garcia Commissioner 11710 Telegraph Road Santa Fe Springs, CA 90670
Coalition for Clean Air Mr. Kevin Finney Climate Change Program Director 10780 W. Santa Monica Blvd., #210 Los Angeles, CA 90025	Coalition for Clean Air Mr. Tim Carmichael Executive Director 10780 W. Santa Monica Blvd., #210 Los Angeles, CA 90025

<b>REGIONAL/COUNTY/LOCAL AGENCIES</b>	
County of Los Angeles Department of Children and Family Services Mr. Philip Browning Director 5770 S. Eastern Avenue Commerce, CA 90040	County of Los Angeles Department of Health Services Dr. Thomas Garthwaite M.D. Director and Chief Medical Officer 313 N. Figueroa Street, Rm. 912 Los Angeles, CA 90012
County of Los Angeles Mr. David Janssen Chief Administrative Officer 500 W. Temple Street, Rm. 713 Los Angeles, CA 90012	County of Los Angeles Ms. Lari Sheehan Chief Deputy for Unincorporated Areas Services 500 W. Temple St., Room 727 Los Angeles, CA 90012
County of Los Angeles Mr. Alex Garcia Department of Regional Planning 320 W. Temple Street, Rm. 1360 Los Angeles, CA 90012	County of Los Angeles Arts Commission Ms. Laura Zucker Program Director 500 W. Temple Street, Rm. 374 Los Angeles, CA 90012
County of Los Angeles Department of Parks and Recreation Mr. Timothy Gallagher, Director 433 S. Vernon Avenue Los Angeles, CA 90020	County of Los Angeles Department of Parks and Recreation Pat Sobrepena 433 S. Vernon Avenue Los Angeles, CA 90020
County of Los Angeles Department of Public Works Mr. Jim Noyes, Director 900 S. Fremont Avenue Alhambra, CA 91803	Downey Chamber of Commerce Ms. Sue Nordin Executive Director 11131 Brookshire Downey, CA 90241
County of Los Angeles Department of Regional Planning Mr. James Hartl, Director 320 W. Temple Street, Rm. 1390 Los Angeles CA, 90012	Downey City Library 11121 Brookshire Avenue Downey, CA 90241-7015
County of Los Angeles Flood Control District 500 W. Temple Street, #754 Los Angeles, CA 90012	Downey Police Department Mr. Roy C. Campos Chief of Police 10911 Brookshire Avenue Downey, CA 90241
County of Los Angeles Public Library Ms. Margaret Donnellan-Todd County Librarian 7400 E. Imperial Highway Downey, CA 90241	Gateway Cities Council of Governments Mrs. Elba Guerrero President, Board of Directors 16401 Paramount Blvd. Paramount, CA 90723

<b>REGIONAL/COUNTY/LOCAL AGENCIES</b>	
Los Angeles County Community Development Commission (LACDC) Ms. Teresa Wesson, Analyst 2 Coral Circle Monterey Park, CA 91755	Los Angeles County Community Development Commission (LACDC) Mr. Carlos Jackson, Executive Director 2 Coral Circle Monterey Park, CA 91755
Los Angeles County Community Development Commission (LACDC) Mr. Michael Popwill, Consultant 2 Coral Circle Monterey Park, CA 91755	Los Angeles County Department Public Works Mr. Mike Long, Supervisor 160 E. Longden Ave. Irwindale, CA 91706
Los Angeles County Fire Department Fire Chief P. Michael Freeman 1320 N. Eastern Avenue Los Angeles, CA 90063	Native American Heritage Commission Mr. Larry Meyers Executive Secretary 915 Capitol Mall, Room 288 Sacramento, CA 95814
Los Angeles County Metropolitan Transportation Authority Mr. Jimmy Chen Southeast Area Team Member Los Angeles, CA 90053-0194	Norwalk Chamber of Commerce Ms. Vivian Hansen Executive Director 12040 Foster Road Norwalk, CA 90650
Los Angeles County Metropolitan Transportation Authority Mr. Warren Whiteaker Planning Manager 1 Gateway Plaza Los Angeles, CA 90012	Public Utilities Commission Mr. Steve Larson Executive Director 505 Van Ness Avenue San Francisco, CA 94102
Los Angeles County Metropolitan Transportation Authority Mr. Ray Maekawa Transportation Manager, Southeast Area P.O. Box 194 Los Angeles, CA 90053-0194	Redevelopment Agency 11710 Telegraph Road Santa Fe Springs, CA 90670
Los Angeles County Metropolitan Transportation Authority Mr. Ken Cude Project Manager 1 Gateway Plaza Los Angeles, CA 90012-2952	Santa Fe Springs City Library Ms. Monica Penninger Director of Library Services 11700 Telegraph Road Santa Fe Springs, CA 90670



<b>REGIONAL/COUNTY/LOCAL AGENCIES</b>	
South Coast Air Quality Management District Mr. Oscar Abarca Executive Officer 21865 E. Copley Drive Diamond Bar, CA 91765	South Coast Air Quality Management District Mr. Steve Smith 21865 E. Copley Drive Diamond Bar, CA 91765
Southeast Recreation & Park District 13000 Clarkdale Avenue Norwalk, CA 90650	Southern California Transportation and Land Use Coalition Ms. Katherine Perez Executive Director 623 N. Azusa Avenue Azusa, CA 917022910
Southern California Transit Advocates Mr. Dana Gabbard Executive Secretary 3010 Wilshire Blvd.#362 Los Angeles, CA 90010	Savanna School District Dr. Sue Johnson Superintendent 1330 Knott Avenue Anaheim, CA 92804
Metropolitan Water District of Southern California Mr. Peter Carpenter Manager, Asset Management 700 N. Alameda Street Los Angeles, CA 90012	Los Angeles County Supervisor's Office, 1 <sup>st</sup> District Ms. Nicole Englund Sr. Transportation and Planning Deputy 856 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012

**Table 4.2 summarizes the agencies that replied to the invitation to become a Participating Agency. The letters are provided in Attachments I.**

AGENCY NAMES	COMMENT
Mr. Tom Plenys, Environmental Review Office Environmental Protection Agency, Region 6	EPA accepts invitation to become Participating Agency
James F. Devine, Sr. Advisor for Science and Applications United States Department of the Interior U.S. Geology Survey	Declines the invitation to become a Participating Agency
Carol Borgstrom, Director Department of Energy Office of NEPA Policy and Compliance	Declines the invitation to become a Participating Agency
Jonathan Snyder U.S. Fish and Wildlife Service	Declines the invitation to become a Participating Agency
Lari Sheehan, Deputy Chief Executive Officer County of Los Angeles Chief Executive Office Community and Municipal Services	County of Los Angeles accepts the invitation to become a Participating Agency
UPRR Freddy C. Chung, Senior Manager Industry & Public Projects	UPRR accepts the invitation to become a Participating Agency
Delaine W. Shane, Manager, Environmental Planning Team Metropolitan Water District of Southern California	MWD would like to participate as a Responsible Agency

## **Chapter 5      Scoping Meeting**

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Caltrans hosted two public scoping meetings for the proposed project at City of Commerce, Council Chambers, 2535 Commerce Way, Commerce, on February 27, 2008.

### **Publicity**

To further expand the reach of the scoping meeting notice, an advertisement was placed in the newspapers covering the potentially affected areas (Appendix J). Each publication's print schedule dictated when each advertisement was published; however, the advertisements ran the week of February 11<sup>th</sup> and then again on February 21, 2008,. Caltrans staff was responsible for the placement of the advertisements in the following newspapers:

- Press Telegram
- San Gabriel Valley Tribune
- Mundo LA
- Commerce Comet

The advertisement was created in a clear, easy-to-read format. The advertisement featured the tag line: "Environmental Scoping Notice Seeking Public Comment on Plans for Constructing Improvements on Interstate 5 between Interstate 605 and Interstate 710." The advertisement provided a brief synopsis of the project and encouraged attendance at the meeting. The advertisement also encouraged the public to submit written comments.

### **Scoping Meetings**

Two scoping meetings were held on February 27, 2008 at the City of Commerce Council Chamber.

- The first meeting was held for agencies and elected officials from 2:00 p.m. to 4:00 p.m.
- A second scoping meeting was held for the general public from 6:00 p.m. to 8:00 p.m.

A total of 47 participants signed in for both meetings; 15 attendees at the agency meeting and 32 at the evening meeting as verified by the sign in sheets, (Attachment K). Upon arrival, members of the public and agency representatives received two meeting handouts:

- Meeting Agenda (Attachment L)
- Question-Comment Card (Attachment L)

Meeting attendees were then directed to the map viewing where they were greeted by a team of Caltrans staff. The map viewing area provided the public with an opportunity to view the project area and boundaries, as well as an opportunity to have their questions and concerns addressed one-on-one by Caltrans staff and project consultants. The public was then asked to find a comfortable area to listen to the

project presentation. The formal portion of the scoping meeting consisted of a presentation by the California Department of Transportation followed by the public comment period.

Following is a list including the Public Meeting Officer and Caltrans panel.

*Public Meeting Officer*

- Laura Muna-Landa, the Public Meeting Officer's script is included in Attachment M.

*Caltrans Panel Member*

- Ron Kosinski, Environmental Planning

## Comments

After the project presentation, the public was encouraged to provide comments verbally without a time limit. Table 5.1 summarizes the verbal comments received during the agency and public scoping meeting and table 5.2 summarizes the comment cards collected. The copies of the comment cards are provided in Attachment N.

**Table 5.1: Summary of Comments Received During Scoping Meeting**

<b>Agency Meeting – 2:00 p.m.</b>	
<b>Agency/Interested Party</b>	<b>Comments</b>
<b>Comments from Regional, County, and Local Agencies</b>	
Dave Randall, Montebello Unified School District	Rosewood School playfield backs up to the freeway, are you planning to widen the freeway to 10 or 12 lanes? Not much land to expand on when you look into the future. District is considering the rehab of old school facilitates, would like to coordinate and avoid interference with Caltrans.
<b>Agency/Interested Party</b>	<b>Comments</b>
Gerardo Alvarez, Metro	Modeling numbers- would like to see consistence with the I-710 numbers. Did you run the model to identify numbers with and with out the truck traffic? We'd like to integrate the outreach schedule with the I-710. We'd also like to do exactly what the previously released report said to do.

<b>Agency/Interested Party</b>	<b>Comments</b>
Ed Norris, City of Downey, Director of Public Works	<p>What are the right-of-way impacts? Will Caltrans contact the property owners? When will we know? Concerned regarding the traffic spill over effect during the construction and the impacts caused to local and arterial streets, specifically Lakewood and Rosemead. Will the environmental document address the impacts? Who will fund the repairs/mitigation? Also, concerned about what the traffic bottlenecks construction will create in Downey. I will also submit my comments in writing.</p>
Alex Hamilton, City of Commerce	<p>My comments are not all inclusive and I will submit my comments in writing. I'd like to see full communication with the Advisory Committee, from the initial stages to construction, regular updates at all phases and action plan that identifies the issues that need community consensus when a decision needs to be made. At a previous I-710 meeting we realized the need for the connector between the I-5 and the 1-710 interchange is not significant, where do you stand? Are the connectors part of this project? Improve all arterial interchanges within this project. Identify all of the right-of-way for this project. Air Quality Plan, EIR will need extensive outreach. Details regarding HOV lanes, where they start and end. Geometry? Persons per car, access points, all connectors and arterials need to be improved. What impacts to private and public property will this project have? Including Telegraph Road where their currently is a revitalization project? Will Caltrans improve the impacts caused by the proposed project?</p>

<b>Comments from Utilities, Business, and Institutions</b>	
Marissa Castro-Salvati, Southern California Edison	Minimize impacts to the SCE facilities. SCE planners will work in coordination with your department. Impact to five of SCE cities.

<b>Public Scoping Meeting – 6:00 p.m.</b>	
<b>Agency/Interested Party</b>	<b>Comments</b>
<b>Comments from Federal and State Elected Officials</b>	
Gerardo Montano, Field representative for District 46, Assemblyman Fabian Nunez	Is there a filtering element that can be used on all machines working on the freeways? Emissions control devices
<b>Comments from Regional, County, and Local Agencies</b>	
Alex Hamilton, City of Commerce	710 Advisory Committee monitored the I-710 study you previously mentioned. Make sure you have complete communication with the City and the Advisory Committee as you initiate the environmental review. Commerce will bear the brunt of the impacts, let us know when you need consensus. Connector 1-5 to 1-710 interchange's previous study didn't warrant the connector or significant right of way, where do you stand? The Air Quality Plan EIR requires extensive outreach. Need details on HOV lanes such as where, geometry, persons per car and access points. All connectors and arterials need to be improved. What are the impacts to public and private properties? What are the impacts to Washington Boulevard and Telegraph? What arterials would require closures? How are future Caltrans improvements, as well as other yellow areas in this map factored in to the analysis?
Roger Bagne, City of Commerce Planning Commissioner	Have you given up on double decking?

<b>Agency/Interested Party</b>	<b>Comments</b>
Lucy Ramirez, Planning Commission Chair City of Commerce	Widening on Telegraph Road vs. residential streets approach should be used.
Fernando Mendoza, City of Commerce	Communication is important. I'm concerned with impacts to residents. We saw work on the I-5 freeway, residents think this is coming. Please send newsletters. Work with Brian Wolfson, PIO for the City of Commerce.
<b>Comments from Interested Groups and Organizations</b>	
Robert Eula, 710 Advisory Committee Chair	Concerned about the pollution that is affecting our communities. Find an alternate to the connection to the I-5 at Bandini. Connection at Bandini would cross one of our largest parks and take homes.
Arturo Gonzalez, Rivers and Mountains Conservancy	I'd like to speak about the following issues: (1) If you widen the freeway, make the use multi modal; (2) consider mitigation for green space; and (3) I encourage you to work with metro and Metrolink.
Robert Eula, 710 Advisory Committee	Commerce already suffers from serious pollution. Both BNSF and UP house railyards in Commerce. We have 7,000 trucks come into our neighborhood every day, according to CARB; we have 140% chance of producing cancer, specifically in my neighborhood. Between the rail yards and the I-710, you have sufficient studies to review.
<b>Comments from Interested Parties</b>	
Art Navarro, Resident	I live in the impacted area. How many homes are you planning to purchase? I may be one of them; I live near the wall along the Village Drive.
David Evis	I live near the interchange. I'm concerned about the right-of-way. I suggest you take all of Telegraph to the I-710 to Slauson and relocate businesses versus residential properties.

<b>Comments from Interested Parties</b>	
Julie Duncan, Resident	I live two blocks away from the freeway. I am concerned with the additional pollution and dirt. My mother is on an HP system and her asthma is getting worse. I am concerned about the freeway coming closer, due to health deteriorations. Will my property value decrease? Does Caltrans cover the difference? I'm so concerned, I'm sick of it. The freeway is always crowded; can you fund 7 mile train system instead? Increase train ridership rather than increasing lanes on the freeway. This is ridiculous; please don't construct any of the freeway widening alternatives.
Angelo Logan	I'm concerned about the pollution generated by the traffic, widening impacts and health impacts to residents. Look at other alternatives, such as investing in public transit. The more you widen the freeways the more traffic you create. Compare cost analysis (benefits vs. costs), loss of property value, and cost to public. I encourage you to work with the I-710 Advisory Committee to explore public impacts such as health, noise, congestion, economic development, community resources, parks and environmental justice issues.
Resident (did not provide a name)	Not only do we have the railroads, but we also have the proposed power plant in Vernon, please include them in your analysis.
Tony Gonzales, Resident	Consider rail pollution impacts. Rain on freeways creates large holes. Debris collects on the street. We are breathing the emissions. Divert to an underground system for pollution run off, before 2015.



**Table 5.2 Summary of Comment Cards Received at Scoping Meeting**

<b>Agency Meeting – 2:00 p.m.</b>	
<b>Agency/Interested Party</b>	<b>Comment</b>
Alfredo Olmos	Have a park/area for commuter stations
Donna Lee	Please send each of us a copy of the I-5 Corridor Major Investment Study and the Alternatives Analysis for the I-5/710 Interchange draft report.
S.P Olmos	Zone fares per peak hours. Longer stops and street legal drivers. Money refund for people who take public transportation
<b>Public Scoping Meeting – 6:00 p.m.</b>	
Robert Eula	Missing Connector
Arturo Gonzalez	That Caltrans design, the I-5 widening with the recreational/trail connections and amenities in line. That further mitigation be made for nearby residential communities
Connie Blacker	I live on north side of 5 freeway, between Lakewood and Paramount Boulevard in Downey. When will we know if it's going to be on north side or south? Please keep me informed. Please send me the scoping report late Summer.
Valerio Poliuto	We live by the one off ramp of the 710 (going south, check map) 40 -50% of the USA imports pass to the two main railroads from Long Beach and L.A Harbor, any information would be appreciated.
George Rifx	All communication documents in Spanish
Nancy Barragan	I would like to get a copy of the 1998 engineering report. Thanks.

A total of five letters and one comment card were received after the scoping meetings, see Attachment O. The following table, 5.3 summarizes the documents received.

<b>Agency/Interstate Party</b>	<b>Comments</b>
<b>Responses from Regional, County, and Local Agencies</b>	
Gerardo Alvarez Metro	Recommendations for Caltrans to coordinate with Metro on traffic modeling and public outreach efforts between this project and Metro's I-710 Interchange project.
Tina Baca Del Rio City of Commerce	Recommendations to maintain full and complete communication process, a complete analysis of potential environmental impacts air quality impacts from the proposed project to be included in EIR.
<b>Responses from Interested Parties</b>	
Erick. R. Gordillo	Concerned with geometric alignment, lack of available project designs, potential lack of environmental justice, environmental impact to area residents and businesses.
Virginia Morris	Supports project: I-5 must be widened on both sides to a 12 lane highway in the cities of Norwalk, Downey and Commerce.
Eva R. Long	Add contact information to project mailing list.
<b>Comment Card</b>	
Mario Sotelo	Need copy of 1997 (MIS) RPT, Please send hard copy.

## Meeting Record

In an effort to capture the scoping meeting participants comments, both meetings were digitally recorded, Attachment P.

## Translation services

Based on the demographic composition of the community, the consultant team provided bilingual Spanish staff. A certified interpreter was also available for the duration of the public scoping meeting. Those community members requiring Spanish interpretation were provided with a headset with which to listen to the simultaneous interpretation of the scoping meeting.

# **Attachment A**

## **Notice of Preparation**

## NOTICE OF PREPARATION

To: Responsible/Trustee Agency

From: State of California, Department of Transportation  
Ronald J. Kosinski, Deputy District Director  
Division of Environmental Planning  
100 S. Main Street, MS 16-A  
Los Angeles, CA 90012

**Subject:** Notice of Preparation of a Draft Environmental Impact Report  
*Reference:* California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

**Project Title:** Interstate 5 Corridor Improvement Project from I-605 to I-710.

**Project Location:** Cities of Santa Fe Springs, Commerce, Montebello, Downey, and East Los Angeles in Los Angeles County.

**Project Description:** Caltrans will prepare an Environmental Impact Statement on a proposal for constructing freeway improvements to Interstate 5 (I-5) from Interstate 605 (I-605) through the I-5/Interstate 710 (I-710) interchange in Los Angeles County, California. The project consists of widening I-5 to accommodate High Occupancy Vehicle (HOV) lanes and/or general purpose lanes. Depending on the alternative selected, the project may also include reconstruction of the I-605 and I-710 interchanges. A Major Investment Study (MIS) for the project was completed in July 1998. It identified a fully standard ten-lane, at-grade facility as the Locally Preferred Alternative (LPA)

The California Department of Transportation will be the lead agency and will prepare an Environmental Impact Report for the project described below. Your participation as a responsible agency is requested in the preparation and review of this document.

The purpose of this notice is: (1) to serve as the Notice of Preparation to potential Responsible Agencies, agencies involved in funding or approving the project, and Trustee Agencies responsible for natural resources affected by the project, pursuant to Section 15082 of the CEQA Guidelines; and (2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues, from interested parties other than those noted above, include interested or affected members of the public. Caltrans request that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b).

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

A more detailed project description, location map, and the potential environmental effects are contained in the attached materials.

Caltrans is holding a public scoping meeting to provide an overview of the project, summary of the environmental process and issues addressed, and receive input regarding environmental issues and the suggested scope and content of the EIR. An Agency Scoping Meeting public will

be held on February 27, 2008, from 2-4 pm followed by a Public Scoping Meeting from 6-8pm at the City of Commerce City Council Chambers (2535 Commerce Way, Commerce, CA 90040).

A copy of the Initial Study (\_\_\_is) ( Xis not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please direct your response to Ronald Kosinski, Deputy District Director, Division of Environmental Planning, Caltrans District 7, 100 S. Main Street, MS 16-A, Los Angeles, CA 90012. Telephone (213) 897-0703 at the address shown above. Please supply us with the name for a contact person in your agency.

Date Feb 6, '08

Signature

Title

Ronald Kosinski  
DEPUTY DISTRICT DIRECTOR  
CALTRANS ENV. PLANNING

**Additional Project Description:** The purpose of the proposed project is to (1) improve level of service during AM and PM peak periods, to reduce congestion related delays, and enhance safety and mobility in this segment of the I-5 freeway as compared to the no-build condition; (2) provide continuity of facilities and capacity on the I-5 freeway between the I-605 and I-710 in Los Angeles County; (3) maintain structural flexibility in the freeway corridor for additional future capacity improvements; (4) improve interchange access/egress points and levels of service; (5) improve access to regional transit and HOV facilities; (6) improve mobility on local surface streets operationally interdependent with the freeway corridor by reducing existing and future congestion on both the state and local facilities; and (7) explore Transportation System Management (TSM) improvements for the I-5 and parallel arterials.

Alternatives under consideration include (1) a no-build option; (2) implementing a Transportation System Management/Transportation Demand Management plan; (3) constructing a 10-lane facility with two HOV lanes; and (5) constructing a 12-lane facility (may be constructed in stages depending on availability of funding) with two or four HOV lanes. Alternatives that promote transit use, improve access to the Metro Gold Line Eastside Extension, and engineering designs that are compatible with the alternatives proposed for the I-710 Freeway (including the I-710 Mini-Study) are also important considerations.

These basic alternatives will have additional design variations, which provide optional lane use (general, HOV, or auxiliary use), optional on and off ramp modifications, and other engineering details. These alternatives may be refined, combined with various different alternative elements, or be removed from further consideration, as more analysis is conducted on the project alternatives.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Participating Agencies, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The Environmental Impact Statement will be available for public and agency review and comment prior to the public hearing. A Public Scoping meeting is currently scheduled for February 27, 2008 in the City of Commerce.

**IMPACTS:** Various environmental and community resources are known to exist within the limits of the study area. These resources include, but are not limited to: geotechnical, erosion, hydrology, air quality, water quality, noise, biology, public utilities, vehicle traffic patterns, parking, land use planning and hazardous waste. Displacement of businesses and homes is a significant issue. Soundwalls, relocation assistance, construction impact management and other mitigation measures will be incorporated into the proposed project.

**Notice of Completion & Environmental Document Transmittal**

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # \_\_\_\_\_

**Project Title:** I-5 Corridor Improvement Project (I-605 to I-710)

Lead Agency: California Department of Transportation

Contact Person: Jason Roach

Mailing Address: 100 S. Main Street

Phone: (213) 897-0357

City: Los Angeles

Zip: 90012

County: Los Angeles

**Project Location:** County: Los Angeles

City/Nearest Community: Commerce, SFS, Montbello, Dwny, East LA

Cross Streets: I-605, SR-19, I-710

Zip Code: \_\_\_\_\_

Lat. / Long.: \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" N/ \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" W

Total Acres: \_\_\_\_\_

Assessor's Parcel No.: \_\_\_\_\_

Section: \_\_\_\_\_

Twp.: \_\_\_\_\_

Range: \_\_\_\_\_

Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: Sr-19

Waterways: San Gabriel River, Rio Hondo River

Airports: \_\_\_\_\_

Railways: BNSF, UP, SCRRA

Schools: \_\_\_\_\_

**Document Type:**

CEQA:

☒ NOP☐ Early Cons☐ Neg Dec☐ Mit Neg Dec☐ Draft EIR☐ Supplement/Subsequent EIR

(Prior SCH No.) \_\_\_\_\_

Other \_\_\_\_\_

NEPA:

☒ NOI☐ EA☐ Draft EIS☐ FONSI

Other:

☐ Joint Document☐ Final Document☐ Other \_\_\_\_\_**Local Action Type:**☐ General Plan Update☐ General Plan Amendment☐ General Plan Element☐ Community Plan☐ Specific Plan☐ Master Plan☐ Planned Unit Development☐ Site Plan☐ Rezone☐ Prezone☐ Use Permit☐ Land Division (Subdivision, etc.)☐ Annexation☐ Redevelopment☐ Coastal Permit☐ Other \_\_\_\_\_**Development Type:**☐ Residential: Units \_\_\_\_\_

Acres \_\_\_\_\_

☐ Office: Sq.ft. \_\_\_\_\_

Acres \_\_\_\_\_

Employees \_\_\_\_\_

☐ Commercial: Sq.ft. \_\_\_\_\_

Acres \_\_\_\_\_

Employees \_\_\_\_\_

☐ Industrial: Sq.ft. \_\_\_\_\_

Acres \_\_\_\_\_

Employees \_\_\_\_\_

☐ Educational \_\_\_\_\_☐ Recreational \_\_\_\_\_☐ Water Facilities: Type \_\_\_\_\_

MGD \_\_\_\_\_

☒ Transportation: Type 1 highway improvement☐ Mining: Mineral \_\_\_\_\_☐ Power: Type \_\_\_\_\_

MW \_\_\_\_\_

☐ Waste Treatment: Type \_\_\_\_\_

MGD \_\_\_\_\_

☐ Hazardous Waste: Type \_\_\_\_\_☐ Other: \_\_\_\_\_**Project Issues Discussed in Document:**☒ Aesthetic/Visual☐ Agricultural Land☒ Air Quality☒ Archeological/Historical☒ Biological Resources☐ Coastal Zone☒ Drainage/Absorption☒ Economic/Jobs☐ Other \_\_\_\_\_☒ Fiscal☒ Flood Plain/Flooding☒ Forest Land/Fire Hazard☒ Geologic/Seismic☐ Minerals☒ Noise☒ Population/Housing Balance☒ Public Services/Facilities☒ Recreation/Parks☒ Schools/Universities☐ Septic Systems☒ Sewer Capacity☒ Soil Erosion/Compaction/Grading☒ Solid Waste☒ Toxic/Hazardous☒ Traffic/Circulation☒ Vegetation☒ Water Quality☒ Water Supply/Groundwater☒ Wetland/Riparian☐ Wildlife☒ Growth Inducing☒ Land Use☒ Cumulative Effects**Present Land Use/Zoning/General Plan Designation:**

Transportation, Residential, Industrial/Commercial

**Project Description:** (please use a separate page if necessary)

The project consists of widening I-5 to accommodate High Occupancy Vehicle (HOV) lanes and/or general purpose lanes. Depending on the alternative selected, the project may also include reconstruction of the I-605 and I-710 interchanges.

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Parks & Recreation
<input type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Planning (Headquarters)	<input type="checkbox"/> Reclamation Board
<input type="checkbox"/> Coachella Valley Mountains Conservancy	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> S.F. Bay Conservation & Development Commission
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers and Mtns Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> Santa Monica Mountains Conservancy
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input checked="" type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Forestry & Fire Protection	<input type="checkbox"/> Tahoe Regional Planning Agency
<input checked="" type="checkbox"/> General Services, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input checked="" type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Water Resources, Department of
<input checked="" type="checkbox"/> Housing & Community Development	
<input type="checkbox"/> Integrated Waste Management Board	<input type="checkbox"/> Other _____
<input type="checkbox"/> Native American Heritage Commission	<input type="checkbox"/> Other _____
<input type="checkbox"/> Office of Emergency Services	

### Local Public Review Period (to be filled in by lead agency)

Starting Date 2/8/08 Ending Date 3/24/08

### Lead Agency (Complete if applicable):

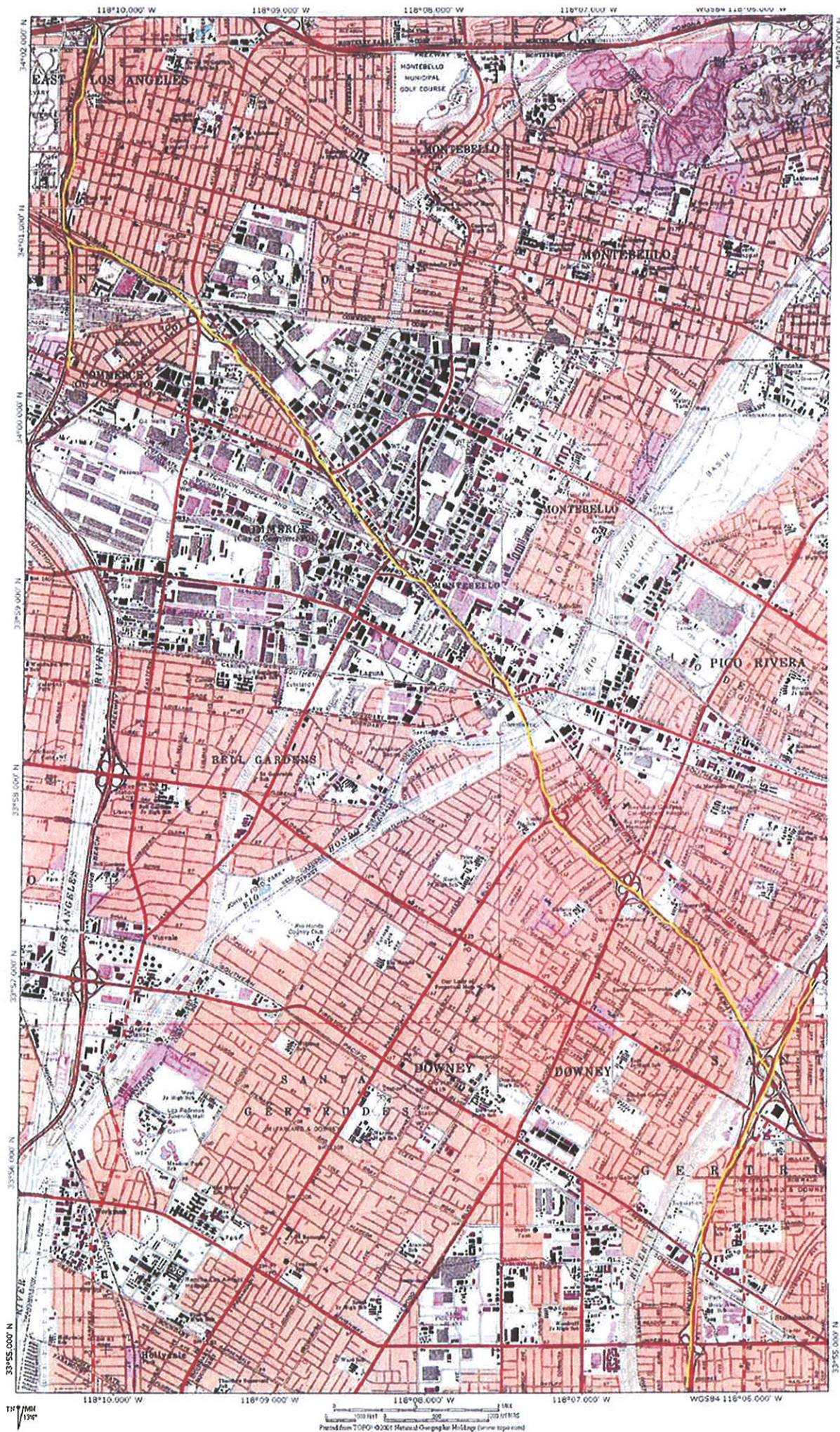
Consulting Firm: _____	Applicant: <u>CA dept. of Transportation</u>
Address: _____	Address: <u>100 S. Main St. MS-16A</u>
City/State/Zip: _____	City/State/Zip: <u>Los Angeles, CA 90012</u>
Contact: _____	Phone: <u>213 897 0357</u>
Phone: _____	

Signature of Lead Agency Representative: \_\_\_\_\_

Date: 2.8.08

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.





Project Study Area (in yellow)  
I-5 Corridor Improvement Project I-605 to I-710



## **Attachment B**

### Master Scoping Distribution Lists

[illegible]



First Name	Last Name	Title	Organization	Address
Michael	Hunley	Planning Director	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Bob	Zarilli	Public Works Director	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Jorge	Rifa	City Administrator	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Rosemarie	Vasquez	Mayor-Pro Tem-- Kathy Salazar-----Councilwoman	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Kathy	Salazar	Councilwoman	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Mary Anne	Saucedo-Rodriguez	Councilwoman	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Robert	Urteaga	Councilman	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Don	Knabe	County Supervisor	4th District	822 Kenneth Hahn Hall of Administration--500 West Temple Street --Los Angeles, CA 90012
Yvonne	Burke	County Supervisor	2nd District	856 Kenneth Hahn Hall of Administration--500 West Temple Street --Los Angeles, CA 90012
Zev	Yaroslavsky	County Supervisor	3rd District	821 Kenneth Hahn Hall of Administration--500 West Temple Street --Los Angeles, CA 90012
Michael	Antonovich	County Supervisor	5th District	500 West Temple Street Room 869--Los Angeles, CA 90012
Richard	Torres	City Administrator	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Tom	Melendrez	Public Works Director	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Pat	Lang	Traffic Commission/Committee	City of Montebello	1600 West Beverly Blvd. Montebello, CA 90640
Esther	Valadez	County Planning Director	County of Los Angeles	Department of Regional Planning--Hall of Records (13th Floor)--320 West Temple Street--Los Angeles, CA 90012
Donald	Wolfe	Public Works Director	County of Los Angeles	Los Angeles County Department of Public Works--900 S. Fremont Ave. Alhambra, CA 91803
Joe	Aguiar	Councilman	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Hugo	Argumedo	Councilman	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Rosalina	Lopez	Councilwoman	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Tina	Del Rio	Mayor-Pro Tem	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Bob	Zarilli	Planning Director	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Bob	Zarilli	Traffic Commission/Committee	City of Commerce	2535 Commerce Way--Commerce, CA 90040
Nicole	Englund	Sr. Transportation & Planning Deputy	East Los Angeles	856 Kenneth Hahn Hall of Administration 500 West Temple St. Los Angeles, CA 90012

Individuals

First Name	Last Name	Position	Organization	Address	State	City	Zip	additional info
George	Blocher			9031 Stamps Rd.	Downey	CA	90240	
Larry	Luther			8039 Brookpark Rd.	Downey	CA	90240	
Elida	Hernandez			8906 Brock Ave.	Downey	CA	90240	323-855-7759
Larry T.	Young		Carl's Jr. Restaurants	410 Carl Karcher Way	Anaheim	CA	92801-2409	
Jose	Juarez			8015 Brookpark Rd.	Downey	CA	90240	
Jeff	Moreira			8732 Parrot	Downey	CA	90240	
Devon	Baker			8216 Blandwood	Downey	CA	90240	
Dave	Randall	Transportation Director	City of Montebello	505 S. Greenwood Ave.	Montebello	CA	90640	
Ernest	Newsome			5656 E. Village Drive	Commerce	CA	90040	213-910-7657
Eva R.	Long			5546 E. Village Dr.	Los Angeles	CA	90040	

FIRST NAME	LAST NAME	TITLE	CITY	DEPARTMENT	ADDRESS	Address
Stephen	Allen	Commissioner	City of Downey	Planning Commission	11111 Brookshire Avenue	Downey, CA 90241
Desi	Alvarez	Director/ TAC Member	City of Downey	Public Works Department	11111 Brookshire Avenue	Downey, CA 90241
Roger	Brossmer	Commissioner	City of Downey	Planning Commission	11111 Brookshire Avenue	Downey, CA 90241
Gerald	Caton	City Manager	City of Downey	Planning Commission	11111 Brookshire Avenue	Downey, CA 90241
John	Godlewski	Planning Director	City of Downey	Planning Department	11111 Brookshire Avenue	Downey, CA 90241
Jerry	Lambros	Commissioner	City of Downey	Planning Commission	11111 Brookshire Avenue	Downey, CA 90241
Doris	McArthur	Member	City of Downey	Traffic Committee	11111 Brookshire Avenue	Downey, CA 90241
Jeff	McCaughan	Commissioner	City of Downey	Planning Commission	11111 Brookshire Avenue	Downey, CA 90241
Michael	Murray	Commissioner	City of Downey	Planning Commission	11111 Brookshire Avenue	Downey, CA 90241
Ed	Norris	Principal Engineer	City of Downey	Public Works Department	11111 Brookshire Avenue, 2nd Floor Engineering Department	Downey, CA 90241
Dennis	Pagerkopp	Chair	City of Downey	Traffic Committee	11111 Brookshire Avenue, 2nd Floor Engineering Department	Downey, CA 90241
James	Pryor	Member	City of Downey	Traffic Committee	11111 Brookshire Avenue, 2nd Floor Engineering Department	Downey, CA 90241
William	Sanchez	Member	City of Downey	Traffic Committee	11111 Brookshire Avenue, 2nd Floor Engineering Department	Downey, CA 90241
Stephen	Allen	Commissioner	City of Downey	Planning Commission	11111 Brookshire Avenue	Downey, CA 90241
Ana	Alvarez	Director	City of Santa Fe Springs	Community Services Department	11710 E. Telegraph Road	Downey, CA 90241
Daniel	Candhola	Chairperson	City of Santa Fe Springs	Traffic Commission	P.O. Box 2120	Santa Fe Springs, CA 90670
Kathy	Fink	Executive Director	City of Santa Fe Springs	Chamber of Commerce	12016 E. Telegraph Road	Santa Fe Springs, CA 90670
Sarah	Garcia	Commissioner	City of Santa Fe Springs	Traffic Commission	12016 E. Telegraph Road	Santa Fe Springs, CA 90670
Don	Jensen	Public Works Director/ TAC Member	City of Santa Fe Springs	Public Works	11710 E. Telegraph Road	2120 Santa Fe Springs, CA 90670
Fred	Latham	City Manager	City of Santa Fe Springs	Public Works	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Thomas R.	Lopez	Assistant Director	City of Santa Fe Springs	Public Works	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Michael	Madrigal	Commissioner	City of Santa Fe Springs	Planning Commission	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Jane	McEntee	Commissioner	City of Santa Fe Springs	Planning Commission	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Wayne	Morreil	Principal Planner	City of Santa Fe Springs	Planning Commission	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Robert	Orpin	Director	City of Santa Fe Springs	Planning and Development Department	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Lillian	Puentes	Chairperson	City of Santa Fe Springs	Planning Commission	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Laurie	Rios	Commissioner	City of Santa Fe Springs	Planning Commission	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Bill	Rounds	Commissioner	City of Santa Fe Springs	Planning Commission	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Fernando	Tarin	Director	City of Santa Fe Springs	Police Services Department	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Arcelia	Valenzuela	Commissioner	City of Santa Fe Springs	Traffic Commission	P.O. Box 2120	Santa Fe Springs, CA 90670
Gus	Velasco, Jr.	Commissioner	City of Santa Fe Springs	Traffic Commission	P.O. Box 2120	Santa Fe Springs, CA 90670
Kim	Zollman	Commissioner	City of Santa Fe Springs	Traffic Commission	P.O. Box 2120	Santa Fe Springs, CA 90670
David R.	Gafin	Councilman	City of Downey	City Council	11111 Brookshire Avenue	Downey, CA 90241
Rick	Trejo	Mayor	City of Downey	City Council	11111 Brookshire Avenue	Downey, CA 90241
Mario A.	Guerra	Councilman	City of Downey	City Council	11111 Brookshire Avenue	Downey, CA 90241
Anne Marie	Bayer	Councilwoman	City of Downey	City Council	11111 Brookshire Avenue	Downey, CA 90241
Kirk	Cartozian	Councilman	City of Downey	City Council	11111 Brookshire Avenue	Downey, CA 90241
Gustavo R.	Velasco	Mayor	City of Santa Fe Springs	City Council	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Luis M.	Gonzalez	Mayor Pro-Tem	City of Santa Fe Springs	City Council	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Betty	Putnam	Councilwoman	City of Santa Fe Springs	City Council	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
William K.	Rounds	Councilman	City of Santa Fe Springs	City Council	11710 E. Telegraph Road	Santa Fe Springs, CA 90670
Joseph D.	Serrano Sr.	Councilman	City of Santa Fe Springs	City Council	11710 E. Telegraph Road	Santa Fe Springs, CA 90670

Prefix	FirstName	LastName	Title	OrganizationName	Address	City	State	PostalCode
The Honorable	Bob	Huff	Assemblymember	60th District	23355 E. Golden Springs Drive	Diamond Bar	CA	91765
The Honorable	Tony	Mendoza	Assemblymember	56th District	12501 E. Imperial Hwy, Suite 210	Norwalk	CA	90706
The Honorable	Hector	De La Torre	Assemblymember	50th District	8724 Garfield Ave, Suite 104	South Gate	CA	90280
The Honorable	Lucille	Roybal-Allard	Congressmember	34th District	255 Temple St, #1820	Los Angeles	CA	90012
The Honorable	Linda	Sanchez	Congressmember	39th District	305 N. Harbor Blvd. #300	Fullerton	CA	92832
The Honorable	Grace	Napolitano	Congressmember	38th District	11627 East Telegraph Road, #100	Santa Fe Springs	CA	90670
The Honorable	Ed	Vasquez	Mayor	City of Montebello	1600 W. Beverly Blvd.	Montebello	CA	90640
The Honorable	Jesse M.	Luera	Mayor	City of Norwalk	12700 Norwalk Blvd.	Norwalk	CA	90650
The Honorable	Meredith H.	Perkins	Mayor	City of Downey	11111 Brookshire Ave.	Downey	CA	90241
The Honorable	Robert C.	Fierro	Mayor	City of Commerce	2535 Commerce Way	Commerce	CA	90040
The Honorable	Luis M.	Gonzalez	Mayor	City of Santa Fe Springs	11710 E. Telegraph Rd.	Santa Fe Springs	CA	90670
The Honorable	Antonio	Villegrosa	Mayor	City of Los Angeles	200 N. Spring Street, RM 303	Los Angeles	CA	90012
The Honorable	Alan	Lowenthal	Senate Member	27th District	16401 Paramount Blvd.	Paramount	CA	90807
The Honorable	Ron S.	Calderon	Senate Member	30th District	400 n. Montebello Blvd., Suite 100	Montebello,	CA	90640
The Honorable	Don	Knabe	County Supervisor	4th District	500 W. Temple St., RM 822	Los Angeles	CA	90012
The Honorable	Gloria	Molina	County Supervisor	1st District	500 W. Temple St., RM 822	Los Angeles	CA	90012



## **Attachment C**

### **Correspondence with State Clearinghouse**



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

**Notice of Preparation**

February 11, 2008

To: Reviewing Agencies

Re: I-5 Corridor Improvement Project (I-605 to I-710)  
SCH# 2008021036

Attached for your review and comment is the Notice of Preparation (NOP) for the I-5 Corridor Improvement Project (I-605 to I-710) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Jason Roach**  
**California Department of Transportation, District 7**  
**100 S. Main Street**  
**Los Angeles, CA 90012**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2008021036  
**Project Title** I-5 Corridor Improvement Project (I-605 to I-710)  
**Lead Agency** Caltrans #7

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**Type** NOP Notice of Preparation  
**Description** The project consists of widening I-5 to accommodate High Occupancy Vehicle (HOV) lanes and/or general purpose lanes. Depending on the alternative selected, the project may also include reconstruction of the I-605 and I-710 interchanges.

---

**Lead Agency Contact**

**Name** Jason Roach  
**Agency** California Department of Transportation, District 7  
**Phone** 213 897-0357 **Fax**  
**email**  
**Address** 100 S. Main Street  
**City** Los Angeles **State** CA **Zip** 90012

---

**Project Location**

**County** Los Angeles  
**City** Commerce, San Fernando, Montebello, Downey, ...  
**Region**  
**Cross Streets** I-605, SR 19, I-710

<b>Parcel No.</b>	<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
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**Proximity to:**

**Highways** SR 19  
**Airports**  
**Railways** BNSF, UP, SCRRA  
**Waterways** San Gabriel River, Rio Hondo River  
**Schools**  
**Land Use** Transportation, Residential, Industrial/Commercial

---

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects; Growth Inducing

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**Reviewing Agencies** Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

---

**Date Received** 02/11/2008 **Start of Review** 02/11/2008 **End of Review** 03/11/2008

Resources Agency

- ☒ Resources Agency  
Nadell Gayou
- ☐ Dept. of Boating & Waterways  
David Johnson
- ☐ California Coastal Commission  
Elizabeth A. Fuchs
- ☐ Colorado River Board  
Gerald R. Zimmerman
- ☒ Dept. of Conservation  
Sharon Howell
- ☐ California Energy Commission  
Paul Richins
- ☐ Cal Fire  
Allen Robertson
- ☒ Office of Historic Preservation  
Wayne Donaldson
- ☒ Dept of Parks & Recreation  
Environmental Stewardship Section
- ☐ Reclamation Board  
Mark Herald
- ☐ S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- ☒ Dept. of Water Resources  
Resources Agency  
Nadell Gayou
- ☐ Conservancy
- ☐ Fish and Game  
Dept. of Fish & Game  
Scott Flint  
Environmental Services Division
- ☐ Fish & Game Region 1  
Donald Koch
- ☐ Fish & Game Region 1E  
Laure Harnsberger

- ☐ Fish & Game Region 2  
Jeff Drongesen
- ☐ Fish & Game Region 3  
Robert Floerke
- ☐ Fish & Game Region 4  
Julie Vance
- ☒ Fish & Game Region 5  
Don Chadwick  
Habitat Conservation Program
- ☐ Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M  
Gabrina Gatchel  
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M  
George Isaac  
Marine Region
- ☐ Other Departments
- ☐ Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- ☐ Dept. of General Services  
Public School Construction
- ☐ Dept. of General Services  
Robert Sleppy  
Environmental Services Section
- ☐ Dept. of Health Services  
Veronica Malloy  
Dept. of Health/Drinking Water

Independent Commissions, Boards

- ☐ Delta Protection Commission  
Debby Eddy
- ☐ Office of Emergency Services  
Dennis Castrillo
- ☐ Governor's Office of Planning & Research  
State Clearinghouse
- ☒ Native American Heritage Comm.  
Debbie Treadway

- ☒ Public Utilities Commission  
Ken Lewis
- ☐ Santa Monica Bay Restoration  
Guangyu Wang
- ☐ State Lands Commission  
Marina Brand
- ☐ Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques
- ☐ Business, Trans & Housing
- ☐ Caltrans - Division of Aeronautics  
Sandy Hesnard
- ☐ Caltrans - Planning  
Terri Pencovic
- ☒ California Highway Patrol  
Shirley Kelly  
Office of Special Projects
- ☐ Housing & Community Development  
Lisa Nichols  
Housing Policy Division

Dept. of Transportation

- ☐ Caltrans, District 1  
Rex Jackman
- ☐ Caltrans, District 2  
Marcelino Gonzalez
- ☐ Caltrans, District 3  
Jeff Pulverman
- ☐ Caltrans, District 4  
Tim Sable
- ☐ Caltrans, District 5  
David Murray
- ☐ Caltrans, District 6  
Moses Sittles
- ☒ Caltrans, District 7  
Vin Kumar

- ☐ Caltrans, District 8  
Dan Kopulsky
- ☐ Caltrans, District 9  
Gayle Rosander
- ☐ Caltrans, District 10  
Tom Dumas
- ☐ Caltrans, District 11  
Jacob Armstrong
- ☐ Caltrans, District 12  
Ryan P. Chamberlain

Cal EPA

- ☐ Air Resources Board
- ☐ Airport Projects  
Jim Lerner
- ☒ Transportation Projects  
Ravi Ramalingam
- ☐ Industrial Projects  
Mike Tollstrup
- ☐ California Integrated Waste Management Board  
Sue O'Leary
- ☐ State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance

- ☐ State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- ☐ State Water Resources Control Board  
Steven Herrera  
Division of Water Rights
- ☐ Dept. of Toxic Substances Control  
CEQA Tracking Center
- ☐ Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- ☐ RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- ☐ RWQCB 3  
Central Coast Region (3)
- ☒ RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- ☐ RWQCB 5S  
Central Valley Region (5)
- ☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- ☐ RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- ☐ RWQCB 6  
Lahontan Region (6)
- ☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- ☐ RWQCB 7  
Colorado River Basin Region (7)
- ☐ RWQCB 8  
Santa Ana Region (8)
- ☐ RWQCB 9  
San Diego Region (9)

Other San Gabriel

## **Attachment D**

### **Responses to Notice of Preparation**

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
[www.nahc.ca.gov](http://www.nahc.ca.gov)  
[ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



February 14, 2008

Mr. Jason Roach

**CALIFORNIA DEPARTMENT OF TRANSPORTATION - DISTRICT 7**

100 S. Main Street  
Los Angeles, CA 90012

Re: SCH# 2008021036: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the I-5 Corridor Improvement Project (I-605 to I-710); Los Angeles County, California

Dear Mr. Roach:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
  - If a part or the entire (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded in or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
  - \* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
  - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

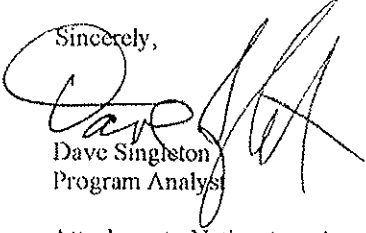
✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

✓ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton  
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

**Native American Contacts  
Los Angeles County  
February 14, 2008**

LA City/County Native American Indian Comm  
Ron Andrade, Director  
3175 West 6th Street, Rm. 403  
Los Angeles , CA 90020  
(213) 351-5324  
(213) 386-3995 FAX

Gabrielino/Tongva Council / Gabrielino Tongva Nation  
Sam Dunlap, Tribal Secretary  
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva  
Los Angeles , CA 90021  
office @tongvatribes.net  
(213) 489-5001 - Officer  
(909) 262-9351 - cell  
(213) 489-5002 Fax

Ti'At Society  
Cindi Alvitre  
6515 E. Seaside Walk, #C Gabrielino  
Long Beach , CA 90803  
calvitre@yahoo.com  
(714) 504-2468 Cell

Gabrielino Band of Mission Indians of CA  
Ms. Susan Frank  
PO Box 3021 Gabrielino  
Beaumont , CA 92223  
(951) 897-2536 Phone/Fax

Tongva Ancestral Territorial Tribal Nation  
John Tommy Rosas, Tribal Admin.  
Gabrielino Tongva  
tattnlaw@gmail.com  
310-570-6567

Gabrielino Tongva Indians of California Tribal Council  
Robert Dorame, Tribal Chair/Cultural Resources  
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva  
Culver City , CA 90230  
gtongva@verizon.net  
562-761-6417 - voice  
562-925-7989 - fax

Gabrielino/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel , CA 91778  
ChiefRBwife@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2008021036; CEQA Notice of Preparation (NOP) for the I-5 Corridor Improvement Project (I-605 to I-710); California Department of Transportation (Caltrans); Los Angeles County, California.



## PUBLIC UTILITIES COMMISSION

320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



March 7, 2008

Jason Roach  
Division of Environmental Planning  
Department of Transportation (Caltrans)-District 7  
100 South Main Street  
Los Angeles, CA 90012

Dear Mr. Roach:

Re: SCH# 2008021036; Interstate 5 Corridor Improvement Project from I-605 to I-710

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-NOP* from the State Clearinghouse. Modifications to crossings including widening of an existing grade separation, are within the scope of Commission General Order (GO) 88-B: "Rules for Altering Public Highway-Rail Crossings." A request for authorization must be submitted to the Commission through RCES.

It must be noted that GO 88-B authority is granted at staff level, with a short processing period of two to six weeks. One of the primary prerequisites for a GO 88-B application is concurrence of all parties (railroad, local agency and Commission) to the proposed changes.

Caltrans should arrange a meeting with RCES staff to discuss relevant safety issues and requirements of a GO88-B request for authority to modify an existing grade crossing separation for the numerous existing overpasses within the proposed Interstate 5 corridor improvement project.

If you have any questions, please contact Varouj Jinbachian, Senior Utilities Engineer at 213-576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosa Muñoz", with a long, sweeping underline.

Rosa Muñoz, PE  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

# **Attachment E**

## Notice of Intent



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION  
650 Capitol Mall, Suite 4-100  
Sacramento, CA. 95814  
February 21, 2008

IN REPLY REFER TO  
HDA-CA  
File # 07-LA-5, PM 42.0/42.7  
Document # P58167

Mr. Raymond A. Mosley  
Office of the Federal Register (NF)  
The National Archives and Records Administration  
8601 Adelphi Road  
College Park, MD 20740-6001

Dear Mr. Mosley:

**SUBJECT: NOTICE OF INTENT FOR I-5 CORRIDOR IMPROVEMENT PROJECT  
(I-605 TO I-710); LOS ANGELES COUNTY, CALIFORNIA**

Enclosed are three signed original copies of the Notice of Intent (NOI) prepared by the California Department of Transportation to prepare an Environmental Impact Statement for the above-mentioned project. Also included is an electronic version [i.e., compact disk (CD)] for your use. We certify that the enclosed CD contains a true and accurate copy of the three signed copies of the NOI. Please publish this notice in the Federal Register and notify us of the publication date. Our billing code is identified on the NOI.

If you have any questions, contact Robert Cady at (916) 498-5038.

Sincerely,

For  
Gene K. Fong  
Division Administrator

Enclosures

MOVING THE  
**AMERICAN**  
ECONOMY



## NOTICE OF INTENT

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: Los Angeles County, CALIFORNIA

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of Intent

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a Draft Environmental Impact Statement will be prepared for a proposed highway widening project on Interstate 5 in the cities of Santa Fe Springs, Commerce, Montebello, Downey, and East Los Angeles, in Los Angeles County, California.

FOR FURTHER INFORMATION CONTACT: Ronald Kosinski, Deputy District Director, Caltrans District 7, 100 S. Main Street, Los Angeles, CA 90012 (213) 897-0703.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans will prepare an Environmental Impact Statement on a proposal for constructing freeway improvements to Interstate 5 (I-5) from Interstate 605 (I-605) through the I-5/Interstate 710 (I-710) interchange in Los Angeles County, California. The project consists of widening I-5 to accommodate High Occupancy Vehicle (HOV) lanes and/or general purpose lanes. Depending on the alternative selected, the project may also include modifications to the I-605 and I-710 interchanges. A Major Investment Study (MIS) for the project was completed in July 1998. It identified a fully standard ten-lane, at-grade facility as the Locally Preferred Alternative (LPA).

The purpose of the proposed project is to (1) improve level of service during AM and PM peak periods, to reduce congestion related delays, and enhance safety and mobility in this segment of the I-5 freeway as compared to the no-build condition; (2) provide continuity of facilities and capacity on the I-5 freeway between the I-605 and I-710 in Los Angeles County; (3) maintain structural flexibility in the freeway corridor for additional future capacity improvements; (4) improve interchange access/egress points and levels of service; (5) improve access to regional transit and HOV facilities; (6) improve mobility on local surface streets operationally interdependent with the freeway corridor by reducing existing and future congestion on both the state and local facilities; and (7) explore Transportation System Management (TSM) improvements for the I-5 and parallel arterials

Alternatives under consideration include (1) a no-build option; (2) implementing a Transportation System Management/Transportation Demand Management plan; (3) constructing a 10-lane facility with two HOV lanes; and (5) constructing a 12-lane facility (may be constructed in stages depending on availability of funding) with two or four HOV lanes. Alternatives that promote transit use, improve access to the Metro Gold Line Eastside Extension, and engineering designs that are compatible with the alternatives proposed for the I-710 Freeway (including the I-710 Mini-Study) are also important considerations.

These basic alternatives will have additional design variations, which provide optional lane use (general, HOV, or auxiliary use), optional on and off ramp modifications, and other engineering details. These alternatives may be refined, combined with various different alternative elements, or be removed from further consideration, as more analysis is conducted on the project alternatives.

The following permits would be required to construct the proposed project:

- Section 404 nationwide permit from the U.S. Army Corps of Engineers
- Section 401 Water Quality Certification from the California Regional Water Quality Control Board

- Section 1601 Streambed Alteration Agreement from the California Department of Fish and Game
- Encroachment permits from the various cities in which project construction would occur.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Participating Agencies, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The Environmental Impact Statement will be available for public and agency review and comment prior to the public hearing. A Public Scoping meeting is currently scheduled for February 27, 2008 in the City of Commerce.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on:

---

Gene K. Fong  
Division Administrator  
Federal Highway Administration  
Sacramento, California

## **Attachment F**

Notice of Scoping/Initiation of Studies Letter for  
Elected Officials

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 S. Main Street  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685



*Flex your power!  
Be Energy efficient!*

February 6, 2008

The Honorable Michael Antonovich  
County Supervisor  
5<sup>th</sup> District  
500 West Temple Street, RM 869  
Los Angeles, CA 90012

File: 07-LA-005  
PM 6.4/14.9  
I-5 Corridor Improvement  
(I-605 to I-710)

**NOTICE OF SCOPING / INITIATION OF STUDIES**

This is to advise you that the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) are formally initiating studies for constructing freeway improvements to Interstate 5 (I-5) from Interstate 605 (I-605) through the I-5/Interstate 710 (I-710) interchange in Los Angeles County. The proposed project consists of widening I-5 to accommodate additional lanes in both directions. Depending on the alternative selected, the project may also include modifications to the I-605 and I-710 interchanges. The proposed construction will improve both traffic circulation of the mainline and access to the freeway from surrounding cities.

Preliminary environmental resource studies indicate that an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is the appropriate environmental document. Caltrans will prepare and EIR/EIS to evaluate the anticipated environmental effects and recommend measures to mitigate those effects pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

During the course of the study Caltrans will work closely with the public to assure that all pertinent factors and viable alternatives are considered. We welcome any comments or suggestions you may have concerning possible alternatives or potential social, economic, and environmental impacts as they pertain to the proposed project.

Please send your written comments by March 24, 2008 to:

Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
Department of Transportation (Caltrans)  
100 S. Main Street, MS 16A  
Los Angeles, CA 90012



An agency Scoping Meeting public will be held on February 27, 2008, from 2-4 pm followed by a Public Scoping Meeting from 6-8pm at the City of Commerce City Council Chambers (2535 Commerce Way, Commerce, CA 90040). All comments received will become part of the project record and will provide valuable input to our environmental and design personnel. If you have any questions, contact Ronald Kosinski at (213) 897-0703. Thank you for your interest in this important transportation study.

Sincerely,

DOUGLAS R. FAILING  
District Director

Attachment

## **Attachment G**

Notice of Scoping/Initiation of Studies Letters  
for Agencies and Responses

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 S. Main Street  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685



*Flex your power!  
Be Energy efficient!*

February 6, 2008

Responsible Agencies, Review Agencies,  
Trustee Agencies and individuals interested  
in the I-5 Corridor Improvement Project (I-605 to I-710)

File: 07-LA-005  
PM 6.4/14.9  
I-5 Corridor Improvement  
(I-605 to I-710)

**NOTICE OF SCOPING / INITIATION OF STUDIES**

This is to advise you that the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) are formally initiating studies for constructing freeway improvements to Interstate 5 (I-5) from Interstate 605 (I-605) through the I-5/Interstate 710 (I-710) interchange in Los Angeles County. The proposed project consists of widening I-5 to accommodate additional lanes in both directions. Depending on the alternative selected, the project may also include modifications to the I-605 and I-710 interchanges. The proposed construction will improve both traffic circulation of the mainline and access to the freeway from surrounding cities.

Preliminary environmental resource studies indicate that an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be prepared to evaluate the anticipated environmental affects pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

During the course of the study Caltrans will work closely with the public to assure that all pertinent factors and viable alternatives are considered. We welcome any comments or suggestions you may have concerning possible alternatives or potential social, economic, and environmental impacts as they pertain to the proposed project.

Please send your written comments by March 24, 2008 to:

Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
Department of Transportation (Caltrans)  
100 S. Main Street, MS 16A  
Los Angeles, CA 90012

An agency Scoping Meeting will be held on February 27, 2008, from 2-4 pm followed by a Public Scoping Meeting from 6-8pm at the City of Commerce City Council Chambers (2535 Commerce Way, Commerce, CA 90040). All comments received will become part of the project record and will provide valuable input to our environmental and design personnel. If you have any questions, contact Jason Roach at (213) 897-0357. Thank you for your interest in this important transportation study.

Sincerely,

RONALD KOSINSKI  
Deputy District Director  
Division of Environmental Planning  
Caltrans, District 7

Attachment



# DEPARTMENT OF CONSERVATION

## DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES

5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731

PHONE 714/816-6847 • FAX 714/816-6853 • WEB SITE [conservation.ca.gov](http://conservation.ca.gov)

March 13, 2008

Mr. Jason Roach  
California Department of Transportation, District 7  
100 s. Main Street  
Los Angeles, California 90012

Subject: Notice of Preparation for I-5 Corridor Improvement Project (I-605 to I-710) - SCH# 2008021036

Dear Mr. Roach:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located in proximity the administrative boundaries of the Bandini and East Los Angeles oil fields. There are seven plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division maps 101, 102, W1-5 and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

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*The Department of Conservation's mission is to protect Californians and their environment by:  
Protecting lives and property from earthquakes and landslides; Ensuring safe mining and oil and gas drilling;  
Conserving California's farmland; and Saving energy and resources through recycling.*

**Mr. Mr. Jason Roach, California Department of Transportation, District 7**

March 13, 2008

Page 2

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. The Department of Transportation should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Notice of Preparation. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

A handwritten signature in cursive script, appearing to read "Paul Frost".

Paul Frost  
Associate Oil & Gas Engineer  
Division of Oil, Gas and Geothermal Resources  
District 1



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

February 15, 2008

Mr. Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
Department of Transportation  
100 S. Main Street, MS 16A  
Los Angeles, CA 90012

Dear Ms. Kosinsk:

## **Initiation of Studies: Freeway Improvements to Interstate 5**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: [www.urbemis.com](http://www.urbemis.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM<sub>2.5</sub> emissions from construction and operational activities and processes. In connection with developing PM<sub>2.5</sub> calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM<sub>2.5</sub> emissions and compare the results to the recommended PM<sub>2.5</sub> significance thresholds. Guidance for calculating PM<sub>2.5</sub> emissions and PM<sub>2.5</sub> significance thresholds can be found at the following internet address: [http://www.aqmd.gov/ceqa/handbook/PM2\\_5/PM2\\_5.html](http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html).

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

#### **Mitigation Measures**


In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html). Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

#### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:AK

LAC080212-01AK

Control Number



COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION  
"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

March 10, 2008

Ron Kosinski, Deputy District Director *RK*  
Division of Environmental Planning  
California Department of Transportation, District 7  
100 South Main Street, MS 16A  
Los Angeles, CA 90012  
RE: I-5 (I-605 to I-710)

**RECEIVED**  
MAR 12 2008

Dear Mr. Kosinski:

**NOTICE OF SCOPING / INITIATION OF STUDIES  
I-5 CORRIDOR IMPROVEMENT PROJECT (I-605 TO I-710)**

The Notice for Scoping/Initiation of Studies for the above project has been reviewed for potential impacts on the facilities of the Department of Parks and Recreation. The proposed project will not affect facilities under the jurisdiction of this Department.

Thank you for including this Department in the environmental review process. If we may be of further assistance, please contact me at (213) 351-5127 or [clau@parks.lacounty.gov](mailto:clau@parks.lacounty.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "C. Lau", is written over a horizontal line.

Clement Lau, AICP  
Park Planner





# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

DEAN D. EFSTATHIOU, Acting Director

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

March 12, 2008

IN REPLY PLEASE  
REFER TO FILE: PD-1

Mr. Ronald Kosinski, Deputy District Director *OK*  
Division of Environmental Planning  
Department of Transportation  
100 South Main Street, MS 16A  
Los Angeles, CA 90012

Dear Mr. Kosinski:

### **INTERSTATE 5 FROM INTERSTATE 605 THROUGH THE INTERSTATE 5/INTERSTATE 710 INTERCHANGE NOTICE OF SCOPING/INITIATION OF STUDIES**

Thank you for your recent letter announcing the initiation of studies for constructing improvements to the Interstate 5 Freeway between the subject limits, which include modifications to the Interstate 710 Freeway from State Route 60 to Washington Boulevard in the unincorporated East Los Angeles area.

We request that your studies address the impacts and incorporate the recommendations presented in the Alternative Analysis for the Interstate 5 and Interstate 710 Interchange (East Los Angeles Mini Study) that was adopted by the Los Angeles County Metropolitan Transportation Authority's Board of Directors in June 2006.

If you have any questions, please contact Mr. Maged El-Rabaa at (626) 458-3943.

Very truly yours,

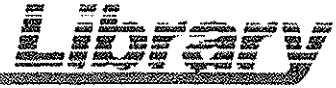
DEAN D. EFSTATHIOU  
Acting Director of Public Works

*Shari Afsari*  
SHARI AFSHARI  
Assistant Deputy Director  
Programs Development Division

MR:pr

C080672/P:\pdpub\Federal\STATE\PROJECTS\I-5 Corridor\_ I-605 to I-710\scoping\_comments.doc

cc: Supervisor Gloria Molina (Englund), Supervisor Don Knabe (Julie Moore)



MARGARET DONNELLAN TODD  
COUNTY LIBRARIAN

March 10, 2008

Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
Department of Transportation (Caltrans)  
100 S. Main Street, MS 16A  
Los Angeles, CA 90012

**NOTICE OF SCOPING/INITIATION OF STUDIES – I-5 CORRIDOR  
IMPROVEMENT PROJECT (I-605 TO I-710)**

Dear Mr. Kosinski:

This is to respond to your request for comments on the Notice of Scoping/Initiation of Studies for the above referenced project.

This project will not have an impact on library services.

If you have any questions or need additional information, please contact Malou Rubio at (562) 940-8450 or Robert Seal at (562) 940-8422.

Sincerely,

A handwritten signature in cursive script, reading "Terri Maguire". The signature is written in dark ink on a white background.

Terri Maguire  
Chief Deputy County Librarian

TM:DF:MR:MB:d

U:\STAFFSERVICES\DEVELOPER FEE\EIR\Notice of Scoping-Initiation of Studies I-5 Corridor Improvement Project.doc

c: David Flint, Assistant Director, Finance and Planning  
Malou Rubio, Staff Services  
Robert Seal, Capital Projects

# **Attachment H**

## **Federal and State Participating Agency Letter**

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0362  
FAX (213) 897-0685  
TTY (213) 897-4937



*Flex your power!  
Be Energy efficient!*

February 19, 2008

Mr. Kevin Finney  
Climate Change Program Director  
Coalition for Clean Air  
10780 W. Santa Monica Blvd., #210  
Los Angeles CA 90025

File: 07-LA-005  
PM 6.4-14.9  
I-5 Corridor Improvement  
(I-605 to I-710)  
EA 2159F0-E0

**Re: Invitation to Become Participating Agency on Interstate 5 Corridor Improvement Project (I-605 to I-710) Environmental Impact Statement**

The California Department of Transportation (Caltrans) is initiating an Environmental Impact Statement (EIS) for the proposed Interstate 5 (I-5) Corridor Improvement (I-605 to I-710) Project. Caltrans is acting as NEPA lead agency under the provisions of the *Memorandum of Understanding (MOU)* between the Federal Highway Administration and the California Department of Transportation concerning the State of California's participation in the Surface Transportation Project Delivery Pilot Program.

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002 is covered by the Pilot Program MOU, and delegates FHWA responsibility under NEPA for environmental review, consultation, and coordination on this project.

The project consists of widening I-5 to accommodate High Occupancy Vehicle (HOV) lanes and/or general purpose lanes. Depending on the alternative selected, the project may also include reconstruction of the I-605 and I-710 interchanges. A Major Investment Study (MIS) for the project was completed in July 1998. It identified a fully standard ten-lane, at-grade facility as the Locally Preferred Alternative (LPA). The project passes through the cities of Santa Fe Springs, Commerce, Montebello, Downey, and East Los Angeles, in Los Angeles County, California.

The purpose of the proposed project is to (1) improve level of service during AM and PM peak periods, to reduce congestion related delays, and enhance safety and mobility in this segment of the I-5 freeway as compared to the no-build condition; (2) provide continuity of facilities and capacity on the I-5 freeway between the I-605 and I-710 in Los Angeles County; (3) maintain structural flexibility in the freeway corridor for additional future capacity improvements; (4) improve interchange access/egress points and levels of service; (5) improve access to regional transit and HOV facilities; (6) improve mobility on local surface streets operationally interdependent with the freeway corridor by reducing existing and future congestion on both the state and local facilities; and (7) explore Transportation System Management (TSM) improvements for the I-5 and parallel arterials.

Your agency has been identified as an agency that may have interest in the project related to your agency's legislative or regulatory jurisdiction. With this letter, we extend our agency's invitation to be a participating agency with Caltrans in the development of the EIS for the proposed I-5 Corridor Improvement Project. The participating agency designation does not imply that your agency supports the proposal or has any special expertise with respect to the evaluation of the project.

Pursuant to 6002 of SAFETEA-LU, participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval needed for the project. We suggest that

your agency's role in the development of the EIS for the proposed Interstate I-5 Corridor Improvement Project should include the following as they relate to your agency's area of expertise:

1. Provide meaningful and early input on defining the project purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Timely review and comment on the pre-Draft and pre-Final EISs to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated project impacts and mitigation.

Under Section 6002 of SAFETEA-LU, if your agency is a federal agency and declines to be a participating agency, your agency must do so in writing by stating:

1. Your agency has no jurisdiction or authority;
2. Your agency has no expertise or information relevant to the project; and
3. Your agency does not intend to comment on the project.

Please respond to Caltrans in writing with the acceptance or denial of this invitation prior to March 21, 2008. If you have any questions or would like to discuss in more detail the proposed project and participating agency's roles and responsibilities during the preparation of the EIS, please contact Jason Roach, Associate Environmental Planner, Caltrans, at 213-897-0357.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald Kosinski", with a stylized flourish at the end.

RONALD KOSINSKI  
Deputy District Director  
Caltrans, Division of Environmental Planning

# **Attachment I**

## **Federal and State Participating Agency Letter Responses**



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

March 24, 2008

Ronald Kosinski, Deputy District Director *RK*  
Division of Environmental Planning  
California Department of Transportation  
100 South Main Street, MS 16A  
Los Angeles, CA 90012

Subject: Scoping Comments and Response to Participating Agency Request for I-5  
Corridor Improvements from Interstate 605 through to Interstate 710, Los  
Angeles County, California

Dear Mr. Kosinski:

The U.S. Environmental Protection Agency (EPA) has reviewed the February 6, 2008 Notice of Scoping / Initiation of Studies and the February 28, 2008 Federal Register Notice of Intent (NOI) for the proposed **Interstate 5 (I-5) Corridor Improvement Project from the Interstate 605 (I-605) interchange to the interchange with Interstate 710 (I-710), Los Angeles County, California**. This project is a part of the broader I-5 Corridor Improvement Project which extends from Interstate 710 to State Route (SR) 91, a length of approximately 16 miles. The nature of the improvements for this segment is to add lanes in each direction, including high-occupancy vehicle (HOV) lanes and/or general purpose lanes. Additionally, the project may also include reconstruction of the I-605 and I-710 interchanges.

The Notice of Scoping indicates that an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be prepared for the project pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The State of California has assumed responsibilities under NEPA for this project pursuant to the *Memorandum of Understanding Between the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*.

Our comments at this stage are provided pursuant to NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. These comments should be addressed in the preparation of the Draft Environmental Impact Statement (DEIS).

Additionally, Caltrans has requested that EPA become a Participating Agency for the I-5 Corridor Improvement Project (I-605 to I-710) in a February 15, 2008 letter (File #7-LA-5, PM

6.4-14.9, I-5 Corridor Improvement, EA 2159F0-E0). EPA accepts Caltrans's invitation to become a "Participating Agency" (as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). We look forward to working with Caltrans to ensure that the SAFETEA-LU implementation procedures assist both our agencies in meeting our statutory missions. EPA's participation as a Participating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act.

EPA appreciates the opportunity to comment on the Notice of Scoping / Initiation of Studies and Notice of Intent. Once the DEIS is released for public review, please send two hard copies and, if available, one electronic copy to the address above (mail code: CED-2). We look forward to participating in the project's EIS development and reviewing the DEIS. Please feel free to direct any questions you may have concerning our comments to me at (415) 972-3238, or [plenys.thomas@epa.gov](mailto:plenys.thomas@epa.gov). Thank you in advance for your interest and cooperation.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tom Plenys", written in dark ink.

Tom Plenys  
Environmental Review Office

CC: Mark Cohen, U.S. Army Corps of Engineers



**EPA comments on the Notice of Scoping / Initiation of Studies and Notice of Intent for the proposed Interstate 5 (I-5) Corridor Improvement Project from the Interstate 605 (I-605) interchange to the interchange with Interstate 710 (I-710), Los Angeles County, California**

**Project Scope**

If the completion of the proposed action from I-605 to I-710 triggers the need to improve additional stretches of I-5, such as a shift of this segment's congestion bottleneck to north of I-710, then the project scope may need to be expanded. As a result, the NEPA evaluation should include the full extent of the planned HOV corridor, and how it will operate. The proposed improvements from I-605 to I-710 would have independent utility if the intended benefit of congestion reduction and the intended need of the project could be met independent of any future planned HOV or general purpose lane expansion on I-5 south of SR 91 or north of the project area between I-605 and I-710.

Future analyses and the DEIS should clearly demonstrate the independent utility of the project within its current geographic limits as it relates to the need for the project. If the project need cannot be met without future planned improvements, the scope of the project should be expanded accordingly, such as including an analysis of future improvements to I-710, since these would be considered connected and similar actions (40 CFR 1508.25). EPA believes this is the most effective way to address indirect and cumulative environmental impacts, and also ensures that a broader scope is applied in the identification and evaluation of project alternatives that may be less environmentally damaging. Generally, funding or constraints of project staging and construction should not be used as a basis for segmenting the evaluation of environmental impacts under NEPA.

**Alternatives Analysis**

The DEIS should explore and objectively evaluate a range of reasonable alternatives, including the no action alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14). The alternatives should explore opportunities to avoid or minimize adverse environmental impacts while fulfilling the project purpose.

The DEIS must evaluate the no action alternative as a bench mark against which to compare both the performance and environmental consequences of the other project alternatives. Additionally, expanding the I-5 corridor to provide and enhance HOV access should not preclude *also* enhancing transit access, or implementing a comprehensive TSM/TDM plan. We encourage FHWA and Caltrans to explore the feasibility of implementing more than one of these alternatives simultaneously in the interest of minimizing environmental impacts.

In describing the HOV alternatives, we recommend that the DEIS analyze a range of HOV operational parameters and the associated impacts on facility performance, e.g. variations in the minimum number of passengers in the HOV dedicated lanes and variations in the number

of hours the HOV lane restriction will be in effect. Describe how these operational parameters might be adjusted to accommodate future increased travel demands.

In exploring the option to enhance transit access, that DEIS should clearly identify what forms of transit facilities are currently in operation and the plans for future expansion. The DEIS should identify activities that can be undertaken by Caltrans and FHWA and/or other responsible agencies to enhance transit ridership that will effectively increase overall mobility within and through the corridor. Again, we strongly encourage FHWA and Caltrans to consider concurrently implementing measures that provide incentives for increased HOV *and* transit ridership as a means of decreasing single occupancy vehicle travel.

### **Air Quality**

The DEIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each fully evaluated alternative.

The proposed project is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) implements local air quality regulations in the SCAB to carry out Federal Clean Air Act (CAA) requirements, as authorized by the EPA. The current SCAB nonattainment designations under the CAA are as follows: carbon monoxide - serious nonattainment; 8-hour ozone - severe nonattainment; particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>) - serious nonattainment; and particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>) - nonattainment. The SCAB has the worst 8-hour ozone and PM<sub>2.5</sub> problems in the nation, and attainment of these NAAQS will require massive reductions from mobile sources, given the rapid growth in this emissions category and the long lifespan of diesel engines. Because of the air basin's nonattainment status, it is important to reduce emissions of ozone precursors and particulate matter from this project to the maximum extent.

### ***Mobile Source Air Toxics***

As EPA has expressed in prior discussions and comment letters to Caltrans and FHWA on other portions of the I-5 Corridor Improvement Project, we are particularly concerned about the level of analysis for mobile source air toxics (MSATs) hotspots. EPA believes a robust MSAT analysis should be undertaken for this project because 1) the project is a potentially large expansion of an already major freeway; 2) the proposed project is likely in close proximity to residences and other sensitive receptors, such as schools and hospitals; 3) the project could have significant health impacts on low-income and minority communities along the corridor; 4) there is an increasing public awareness of air quality impacts associated with transportation projects, as reflected in the passage of Proposition 1B, which includes \$1 billion in air quality mitigation measures; and 5) there will likely be further expansions along the I-5 corridor, so it is important to establish an appropriate level of analysis. Our primary recommendations for future analyses and the DEIS include: 1) quantifying the construction and operational emissions for MSATs, 2) conducting dispersion modeling of the most significant MSATs, and 3) identifying hotspots and appropriate avoidance, minimization, and/or mitigation opportunities.

Many studies have measured elevated concentrations of pollutants emitted directly by motor vehicles near large roadways. These elevated concentrations generally occur within approximately 200 meters of the road, although the distance may vary depending on traffic and environmental conditions. Pollutants measured with elevated concentrations include benzene, polycyclic aromatic hydrocarbons, carbon monoxide, nitrogen dioxide, black carbon, and coarse, fine, and ultrafine particles. For a thorough review of near-roadway monitoring studies, see Section 3.1.3 of EPA's "Regulatory Impact Analysis: Control of Hazardous Air Pollutants from Mobile Sources" (February 2007, <http://www.epa.gov/otaq/regs/toxics/fr-ria-sections.htm>).

A large number of recent studies have examined the association between living near major roads and different adverse health endpoints. Several well-conducted epidemiologic studies have shown associations with cardiovascular effects, premature adult mortality, and adverse birth outcomes, including low birth weight and size. Traffic-related pollutants have been repeatedly associated with increased prevalence of asthma-related respiratory symptoms in children. Also, based on toxicological and occupational epidemiologic literature, several of the MSATs, including benzene, 1,3-butadiene, and diesel exhaust, are classified as known and likely human carcinogens. Thus, cancer risk, including childhood leukemia, is a potential concern in near roadway environments. For additional information on MSATs, please see EPA's MSAT website <http://www.epa.gov/otaq/toxics.htm>.

Given the significant concerns about adverse health effects from mobile source pollutants and the project's potential for emissions in close proximity to residential communities and sensitive receptors, EPA recommends performing an analysis of potential MSAT impacts to inform decision-making between project alternatives and to inform avoidance, minimization, and mitigation options. When considering appropriate and useful levels of analysis, EPA recommends that the lead agency consider the following:

- The likelihood of impact and potential magnitude of the effect, including both the magnitude of emissions and the proximity of the project emissions to potential residential and sensitive receptors, such as schools, hospitals, day care facilities, and nursing homes;
- The severity of existing conditions;
- Whether the project is controversial and whether air toxics concerns have been raised by the public for this project or for other projects in the area in the past;
- Whether there is a precedent for analysis for projects of this type, either under NEPA or other environmental laws; and
- Whether the analysis could be useful for distinguishing between alternatives, informing design changes, and targeting mitigation.

For most transportation projects, EPA generally recommends that the following levels of analysis be considered (in order of increasing complexity):

1. Qualitative discussion,
2. Quantify emissions,
3. Toxicity-weight emissions,

4. Dispersion modeling, and
5. Risk assessment.

These analyses are further described in the March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board ([http://www.trb.org/NotesDocs/25-25\(18\)\\_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf)). Procedures for toxicity-weighting, which EPA has found to be especially useful for the targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, [http://epa.gov/ttn/fera/data/risk/vol\\_3/Appendix\\_B\\_April\\_2006.pdf](http://epa.gov/ttn/fera/data/risk/vol_3/Appendix_B_April_2006.pdf)). EPA would be happy to work with FHWA and Caltrans to evaluate the appropriate level of MSAT analysis for this project.

These recommendations, and the recommendations included in the report for AASHTO referenced above, differ substantially from the FHWA interim guidance (February 2006) on MSAT analysis for transportation projects under NEPA. While there are positive elements to this guidance, especially the willingness to acknowledge potential MSAT concerns, EPA continues to disagree with major elements of this approach nationally. The analysis of potential MSAT impacts is especially important in California, where the awareness of air toxics impacts, the knowledge of background conditions, and the familiarity with tools to assess potential impacts are very high.

For projects of this type, *i.e.* those with large potential impacts in an already highly impacted area, EPA generally recommends a rigorous analysis of MSATs. For additional information and detailed recommendations on MSAT analysis, please refer to EPA's February 23, 2007 comment letter on the DEIS for the Interstate 5 Corridor Improvement Project, from State Route 91 to Interstate 605.

### ***Construction***

FHWA and Caltrans should include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) in the EIS and adopt this plan in the Record of Decision (ROD). EPA recommends the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of PM and other toxics from construction-related activities:

#### ***Recommendations:***

Due to the serious nature of the PM<sub>10</sub> and PM<sub>2.5</sub> conditions in the SCAB, EPA recommends that the best available control measures (BACM) for these pollutants be implemented at all times and that the Final EIS and ROD incorporate the Construction Emissions Mitigation Plan. We recommend that all applicable requirements under SCAQMD Rules and the following additional measures be incorporated into a Construction Mitigation Plan.

*Fugitive Dust Source Controls:*

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earthmoving equipment to 10 mph.

*Mobile and Stationary Source Controls:*

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
- Prohibit any tampering with engines and require continuing adherence to manufacturers recommendations
- If practicable, lease new equipment meeting the most stringent of applicable Federal or State Standards (see table: <http://arb.ca.gov/msprog/ordiesel/documents/Off-Road%20Diesel%20Std.xls>). In general, only Tier 2 or newer engines should be employed in the construction phase, given the scale of the construction project and the high background levels of pollutants in the area.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

*Administrative controls:*

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)

- Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification. Use low sulfur fuel (diesel with 15 parts per million or less) in engines where alternative fuels such as natural gas are not possible.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintain traffic flow.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

### ***Transportation Conformity***

The DEIS should demonstrate the project is included in a conforming transportation plan and a transportation improvement program. The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the State Implementation Plan, and do not cause or contribute to violations of the NAAQS.

### ***Greenhouse Gas Emissions***

The State of California has increased its focus on potential climate change and impacts of increasing greenhouse gas emissions. Specifically, the Global Warming Solutions Act of 2006 and Executive Order S-3-05 recognize the impact that climate change can have within California and provide direction for future reductions of greenhouse gases. EPA recommends that, as practicable, the DEIS identify the cumulative contributions to greenhouse gas emissions that will result from implementation of the project. In addition, we recommend that the DEIS discuss the potential impacts of climate change on the project. Finally, the DEIS should identify if there are specific mitigation measures needed to 1) protect projects from the effects of climate change, 2) reduce the projects' adverse air quality effects, and/or 3) promote pollution prevention or environmental stewardship.

### ***Environmental Justice***

Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the CEQ has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>). The DEIS should include a description of the area of potential impact used for the environmental justice impact analysis and provide the source of the demographic information. The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. The following are additional, specific steps EPA recommends for an adequate analysis of environmental justice impacts for a project of this nature. These recommendations reflect comments EPA previously made on the DEIS for the I-5 segment between I-605 and SR 91.

- Define the potential environmental justice concerns, which is the first step in an environmental justice analysis. Include a discussion of any environmental justice issues raised during the scoping meetings. Also briefly discuss the key issues where environmental justice is potentially a concern, such as relocation, air quality, noise, vibration, access to property, pedestrian safety, etc.
- Define the reference community, which, combined with defining the affected community, is the second analysis step. This is a critical step since the definitions are used to analyze whether there are disproportionately high and adverse human health or environmental impacts by comparing the impacts to the affected population with the impacts to the reference community. For this project, the reference population could be defined as Los Angeles County, or potentially, a greater area of Southern California. The DEIS should briefly summarize the affected community and reference community.
- Thirdly, determine whether there are disproportionately high and adverse impacts, as detailed in CEQ's "Environmental Justice: Guidance Under the National Environmental Policy Act" by considering the following three factors to the extent practicable for each of the identified potential environmental justice concerns:
  - (a) Whether the health effects, which may be measured in risks and rates, are significant (as employed by NEPA), or above generally accepted norms. Adverse health effects may include bodily impairment, infirmity, illness, or death;
  - (b) Whether the risk or rate of hazard exposure by a minority population or low-income population to an environmental hazard is significant (as employed by NEPA) and appreciably exceeds, or is likely to appreciably exceed, the risk or rate to the general population or other appropriate comparison group; and
  - (c) Whether health effects occur in a minority population or low-income population affected by cumulative or multiple adverse exposures from environmental hazards.
- Accurately disclose whether or not the project will result in a disproportionate and adverse impact on minority or low-income populations. Ensure this conclusion is reported consistently throughout the DEIS. If a potential environmental justice issue has been identified, the DEIS should clearly state whether, in light of all of the facts and circumstances, a disproportionately high and adverse human health or environmental impact on minority populations or low-income populations is likely to result from the proposed action and any alternatives. This statement should be supported by sufficient information for the public to understand the rationale for the conclusion.
- Briefly summarize the findings, provide a reference to other relevant sections of the document which describe the specific impacts in greater detail (such as the noise and air quality sections), and comment on whether or not there is an environmental justice impact for those potential environmental justice concerns which are discussed in detail in other sections of the document.

- Propose appropriate mitigation if disproportionately high and adverse human health or environmental impacts on minority populations or low-income populations are likely to result from the proposed action and any alternatives.

### **Cumulative Impact Analysis**

Cumulative impacts are defined in CEQ's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.

The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection (CEQ's Forty Most Frequently Asked Questions #19). In particular, the DEIS should identify the impacts of proposed projects on other segments of I-5 that have undergone or will undergo environmental review.

Future analyses for this project should include a thorough cumulative impact assessment. The analysis should include a complete list of reasonably foreseeable actions, including non-transportation projects. EPA recommends the use of published cumulative impact guidance released by Caltrans. This guidance can be found at [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)].

### **Water and Wetlands Resources**

The project may involve the discharge of dredged or fill material into jurisdictional wetlands and waterways. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA). The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States. These criteria require a permitted discharge to: (1) be the least environmentally damaging practicable alternative (LEDPA); (2) avoid causing or contributing to a violation of a State water quality standard; (3) avoid jeopardizing a federally listed species or adversely modifying designated critical habitat for a federally listed species; (4) avoid causing or contributing to significant degradation of the waters of the United States; and (5) mitigate for unavoidable impacts to waters. A fully integrated DEIS that adequately addresses these criteria would facilitate the CWA Section 404 permit review process. EPA recommends integrating NEPA and CWA Section 404 requirements in the development of the DEIS.



This project may meet the criteria for coordination under the April 2006 *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (NEPA/404 MOU). The NEPA/404 MOU includes specific agreement points to assist in developing the EIS and involves active participation in meetings and document reviews. It applies to transportation projects that have five or more acres of permanent impacts to waters of the United States and require EIS preparation. We encourage FHWA and Caltrans to contact the NEPA/404 signatory agencies once more information about the potential impact to waters of the United States is available so that the agreement points can be addressed as early as possible in the EIS process.

### ***Waters Assessment***

The waters assessment should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA also recommends the following in the DEIS for the assessment of existing conditions and environmental consequences of each proposed alternative:

- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow alteration.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

### ***Avoidance and Minimization Measures***

To demonstrate compliance with CWA Guidelines, Caltrans and FHWA must explore on-site alternatives to avoid or minimize impacts to specific waters. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage.

The DEIS should include a complete systematic analysis for drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing. Additionally, the DEIS should identify measures and modifications to avoid and minimize impacts to water resources. Temporary and permanent impacts to waters of the U.S. for each alternative studied should be quantified; for example, number of stream

crossings impacted, acres of waters impacted, etc. For each alternative, the DEIS should report these numbers in table form for each impacted water and wetland feature.

**Department of Energy**

Washington, DC 20585

March 21, 2008

Mr. Ronald Kosinski  
Deputy District Director  
District 7, Division of Environmental Planning  
State of California Department of Transportation  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

I am responding to your February 19, 2008, letter to Raymond Orbach, U.S. Department of Energy, which invited the Department to be a participating agency in the development of an environmental impact statement for the proposed I-5 Corridor Improvement Project.

Thank you for your interest in the Department of Energy's participation. We decline this invitation because the Department (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project.

Please direct any questions to me at 202-586-4600.

Sincerely,

A handwritten signature in cursive script that reads "Carol Borgstrom".

Carol Borgstrom  
Director  
Office of NEPA Policy and Compliance





# United States Department of the Interior

U. S. GEOLOGICAL SURVEY

Reston, VA 20192

In Reply Refer To:  
Mail Stop 423  
ER 08-230

**MAR 14 2008**

Ronald Kosinski *RL*  
Caltrans Division of Environmental Planning  
100 South Main St., Suite 100  
Los Angeles, CA 90012-3606

Subject: Invitation to Become a Participating Agency on Interstate 5 Corridor Improvement  
Project (I-605 to I-710) Environmental Impact Statement

Dear Mr. Kosinski:

This is in response to your letter dated February 19, 2008 to Willie Taylor, Director of the Office of Environmental Policy and Compliance, requesting that the U.S. Department of Interior serve as a participating agency on the subject environmental impact statement. The U.S. Geological Survey (USGS) declines the request to be an official participating agency for this NEPA activity. The basis of this decision is that the USGS has no official jurisdiction or authority with respect to the project or the natural resources that may be affected by the proposed action. However, the USGS as part of our mission is a source of scientific data and expertise concerning the natural resources of the project area.

If you have any questions concerning our decision, you can contact me at (703) 648-4423. For information concerning the natural resources of the project area, contact Michael Shulters, Director of the USGS California Water Science Center, at (916) 278-3026.

Sincerely,

James F. Devine  
Senior Advisor for Science Applications

Copies to:  
DOI Office of Environmental Policy and Compliance  
USGS California Water Science Center



Jonathan\_D\_Snyder@fws.gov  
v

02/27/2008 10:04 AM

To jason\_roach@dot.ca.gov

cc Ken\_Corey@fws.gov, Scott\_Sobiech@fws.gov

bcc

Subject Participating Agency Request for I-5 Corridor Improvement  
Project (I-605 to I-710) in Los Angeles County. In Reply  
Refer to FWS-LA-07B0025-08FA0033

Jason,

This electronic mail responds to your written request, received on October 10, 2007, for our agency to become a participating agency as defined under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Based on the information you provided, it appears that the project runs through an urbanized area and will not impact federally listed species, their critical habitat, or other sensitive biological resources. Therefore, consistent with Section 6002 of SAFETEA-LU, we respectfully decline your invitation because we have no authority or expertise with respect to your project, and we do not intend to submit comments. If you have any questions, please contact Jonathan Snyder of this office at (760) 431-9440, extension 307.

Sincerely,

Jonathan Snyder  
U.S. Fish and Wildlife Service  
6010 Hidden Valley Road  
Carlsbad, CA 92011  
(760) 431-9440 x307  
jonathan\_d\_snyder@fws.gov



County of Los Angeles  
**CHIEF EXECUTIVE OFFICE**

713 KENNETH HAHN HALL OF ADMINISTRATION  
LOS ANGELES, CALIFORNIA 90012  
(213) 974-1101  
<http://cen.lacounty.gov>

WILLIAM T FUJIOKA  
Chief Executive Officer

March 21, 2008

Mr. Ronald Kosinski, Deputy District Director  
California Department of Transportation  
District 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

**INTERSTATE 5 CORRIDOR IMPROVEMENT PROJECT**

Thank you for your recent letter requesting our participation in the development of an Environmental Impact Statement for the proposed Interstate 5 Corridor Improvement Project from Interstate 605 to Interstate 710. We are pleased to accept your invitation.

Mr. Maged El-Rabaa of the County of Los Angeles Department of Public Works will be available to assist with coordinating any issues related to this project on behalf of the County. You may contact Mr. El-Rabaa at (626) 458-3943, or via e-mail at [rneelrabaa@dpw.lacounty.gov](mailto:rneelrabaa@dpw.lacounty.gov), or at the following address:

Mr. Maged El-Rabaa, Senior Civil Engineer  
County of Los Angeles  
Department of Public Works  
Programs Development Division  
P. O. Box 1460  
Alhambra, CA 91802-1460

Sincerely,

WILLIAM T FUJIOKA  
Chief Executive Officer

LARI SHEEHAN  
Deputy Chief Executive Officer  
Community and Municipal Services

WTF:LS  
MR:os

c: Supervisor Gloria Molina, First Supervisorial District  
Supervisor Don Knabe, Fourth Supervisorial District  
Dean D. Efsthathiou, Acting Director of Public Works

Board of Supervisors  
GLORIA MOLINA  
First District

YVONNE B. BURKE  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

F. C. Cheung, P.E.  
Senior Manager Industry &  
Public Projects  
ph. (909) 879-6264



Dan J. Miller  
Manager, Special Projects  
ph. (909) 879-6288

Rita Jones  
Administration  
ph. (909) 879-6256

Frank Beard  
Track Supervisor  
ph. (909) 879-6612

March 11, 2008

Mr. Ronald Kosinski  
Deputy District Director  
Caltrans, Division of Environmental Planning  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

RE: Invitation to Become Participating Agency on Interstate 5 Corridor Improvement Project (I-605 to I-710) Environmental Impact Statement

Dear Mr. Kosinski:

Please refer to your letter of February 19, 2008 inviting UPRR to participate in the development of the EIS for the proposed Interstate I-5 Corridor Improvement Project.

This is to advise that we will participate in your study if it is determine that the improvement will affect our operations and properties. In this regard, please provide us with plans that depict the limit o f the construction if you have them available.

Sincerely,

A handwritten signature in black ink, appearing to read "Freddy C. Cheung".

Freddy C. Cheung



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

March 20, 2008

**Via E-mail and Mail**

Mr. Jason Roach  
Associate Environmental Planner  
California Department of Transportation  
District 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Dear Mr. Roach:

Invitation to Become Participating Agency on  
Interstate 5 Corridor Improvement Project (I-605 to I-710) Environmental Impact Statement

The Metropolitan Water District of Southern California (Metropolitan) received an invitation to become a participating agency on the Interstate 5 Corridor Improvement Project (I-605 to I-710) Environmental Impact Statement (Project). The California Department of Transportation, District 7 (Caltrans) is acting as the Lead Agency under the National Environmental Policy Act for this Project. The Project proposes to widen Interstate 5 to accommodate high occupancy vehicle lanes and/or general purpose lanes. The Project includes improving service during AM and PM peak periods to reduce congestion, provide facilities and capacity continuity between freeways, maintain structural flexibility for future capacity improvements, and improve high occupancy vehicle facilities access and mobility on local surface streets. This public notice also identified Metropolitan as an agency that may have interests due to our legislative and/or regulatory jurisdiction, and has invited Metropolitan to be a participating agency in the development of the Project's environmental analysis. This letter contains Metropolitan's response to the Public Notice as a potentially-affected public agency.

Metropolitan has reviewed the invitation letter and has comments as a Responsible Agency under the California Environmental Quality Act. In light of the fact that your agency is undergoing federal environmental review, Metropolitan is responding to this notice per Section 1506.2 of the President's Council on Environmental Quality Implementation Guidelines for interacting with nonfederal agencies. We reviewed the project description of the Project to determine the proximity of our facilities within the project area. We have determined the following facilities, which we own and operate, are within the proposed project areas:



- The Middle Feeder, a 72-inch-inside-diameter steel pipeline which runs in a north-easterly to southerly direction along Vail and Garfield Avenue, intersects the project area.
- The Lower Feeder, a 77-inch-inside-diameter steel pipeline which runs in a westerly to easterly direction along Imperial Highway and Downey Norwalk Road, intersects the project area.
- The South Coast Feeder, a 48-inch-inside-diameter precast concrete pipeline which runs in a northerly to southerly direction along Woodruff Avenue, is near the southern portion of the project area.

We are concerned with potential impacts to these facilities associated with future excavation, construction, utilities or any redevelopment that may occur as a result of proposed activity under the proposed Project. Development and redevelopment associated with the proposed Project must not restrict any of Metropolitan's day-to-day operations and/or access to its facilities. Nor can the Project affect the water quality of Metropolitan supplies by allowing for non-compatible land uses.

In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the Project where it could impact Metropolitan's property should be contingent on Metropolitan's approval of design plans for the Project. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Additionally, Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of current resources, projected population and economic growth will increase demands on the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

Mr. Jason Roach  
Page 3  
March 20, 2008

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation on this Project. If we can be of further assistance, please contact Ms. Brenda S. Marines at (213) 217-7902.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Delaine W. Shane".

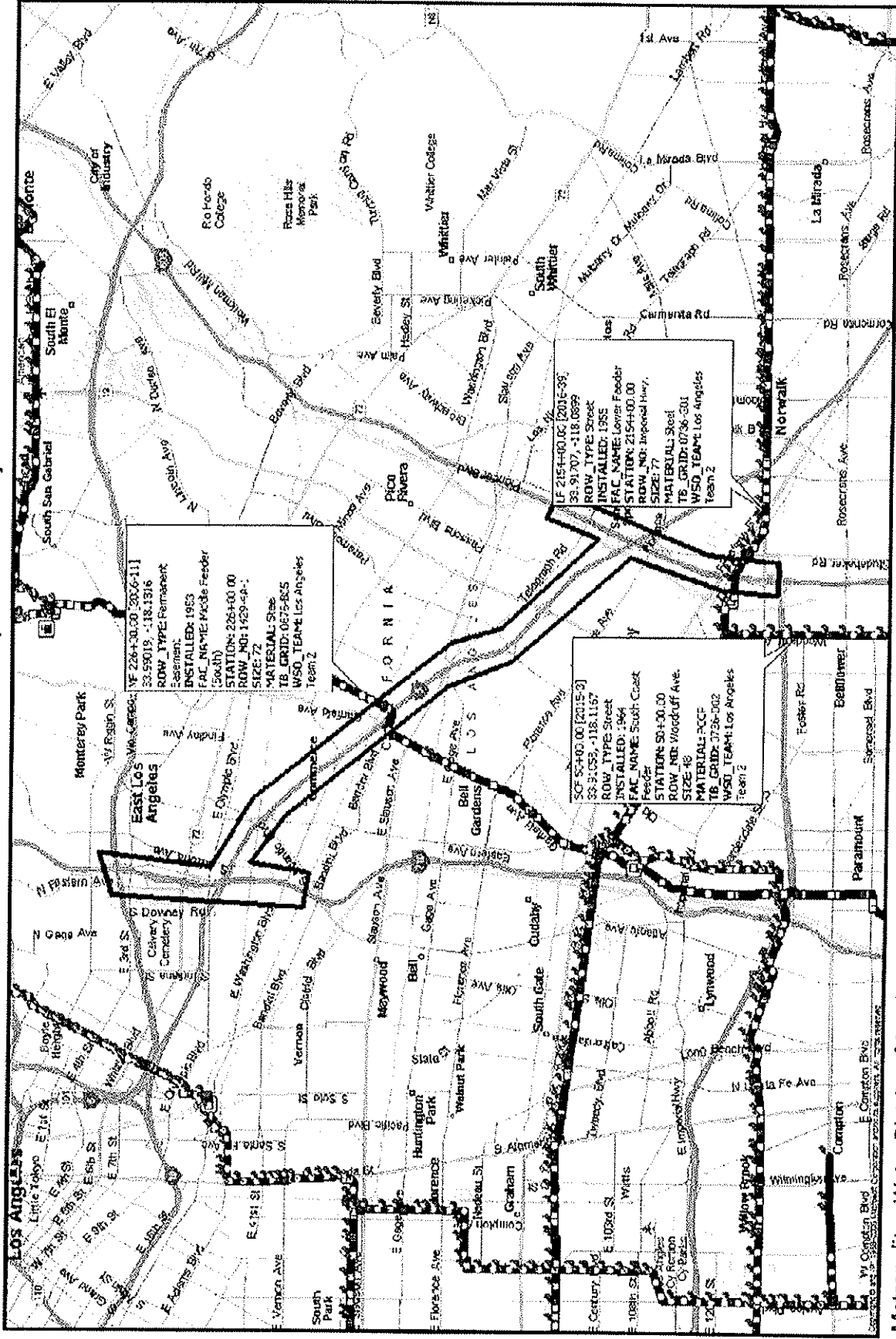
Delaine W. Shane  
Manager, Environmental Planning Team

BSM/bsm

(Public Folders/EPU/Letters/13-MAR-08A.doc – Jason Roach, Invitation Letter, Interstate 5 Corridor Improvement)

Enclosure:    Planning Guidelines  
                  Map

# The Metropolitan Water District of Southern California Facilities and the Interstate 5 Corridor Improvement Project Location



Metropolitan Water District of Southern California.

March 2008

Guidelines for Developments in the  
Area of Facilities, Fee Properties, and/or Easements  
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

#### 6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

#### 7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.



g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

1. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. \_\_\_\_\_ of Metropolitan's Operations Services Branch, telephone (213) 250-\_\_\_\_\_, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

#### 16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.



17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section  
Metropolitan Water District  
of Southern California  
P.O. Box 54153  
Los Angeles, California 90054-0153  
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

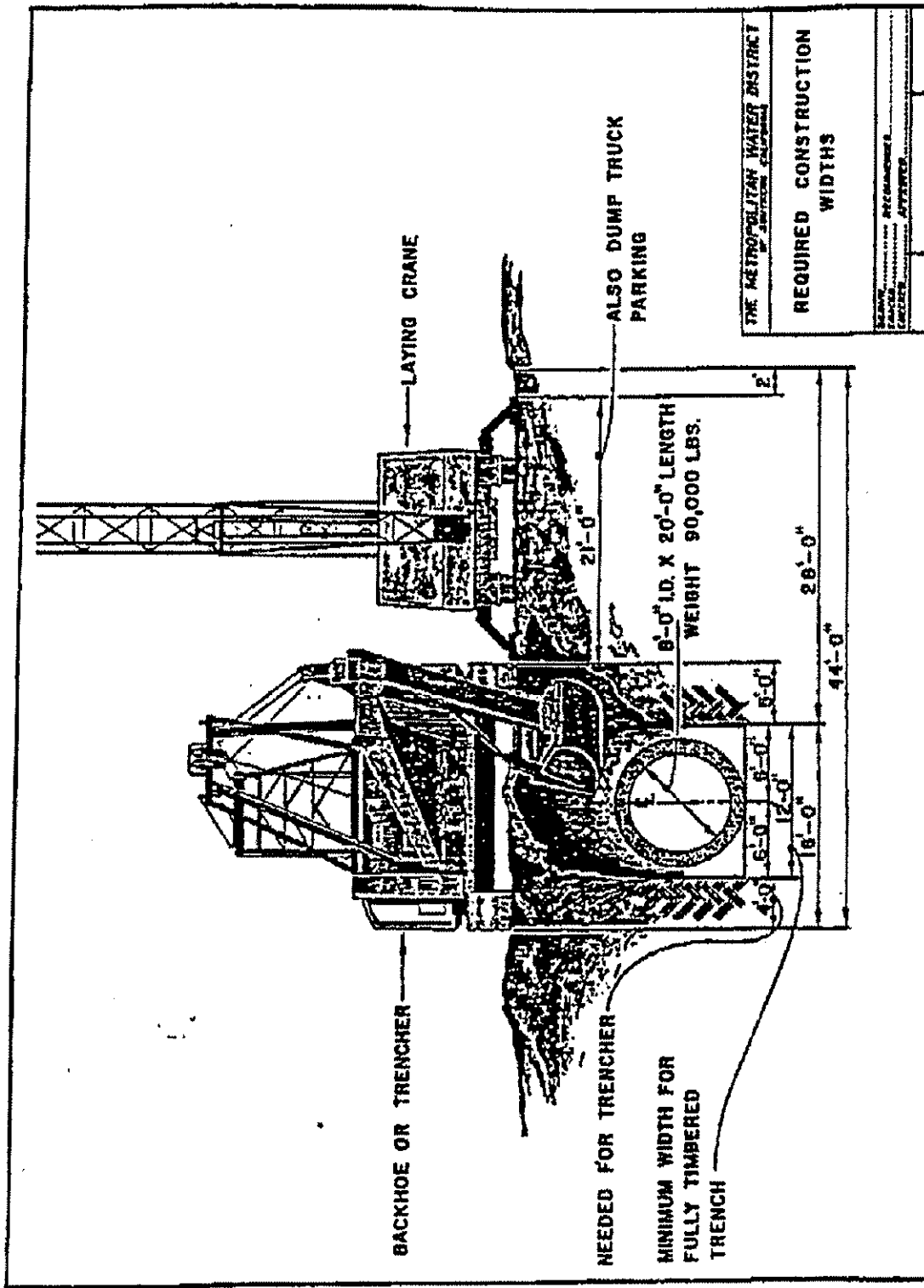


FIGURE 1

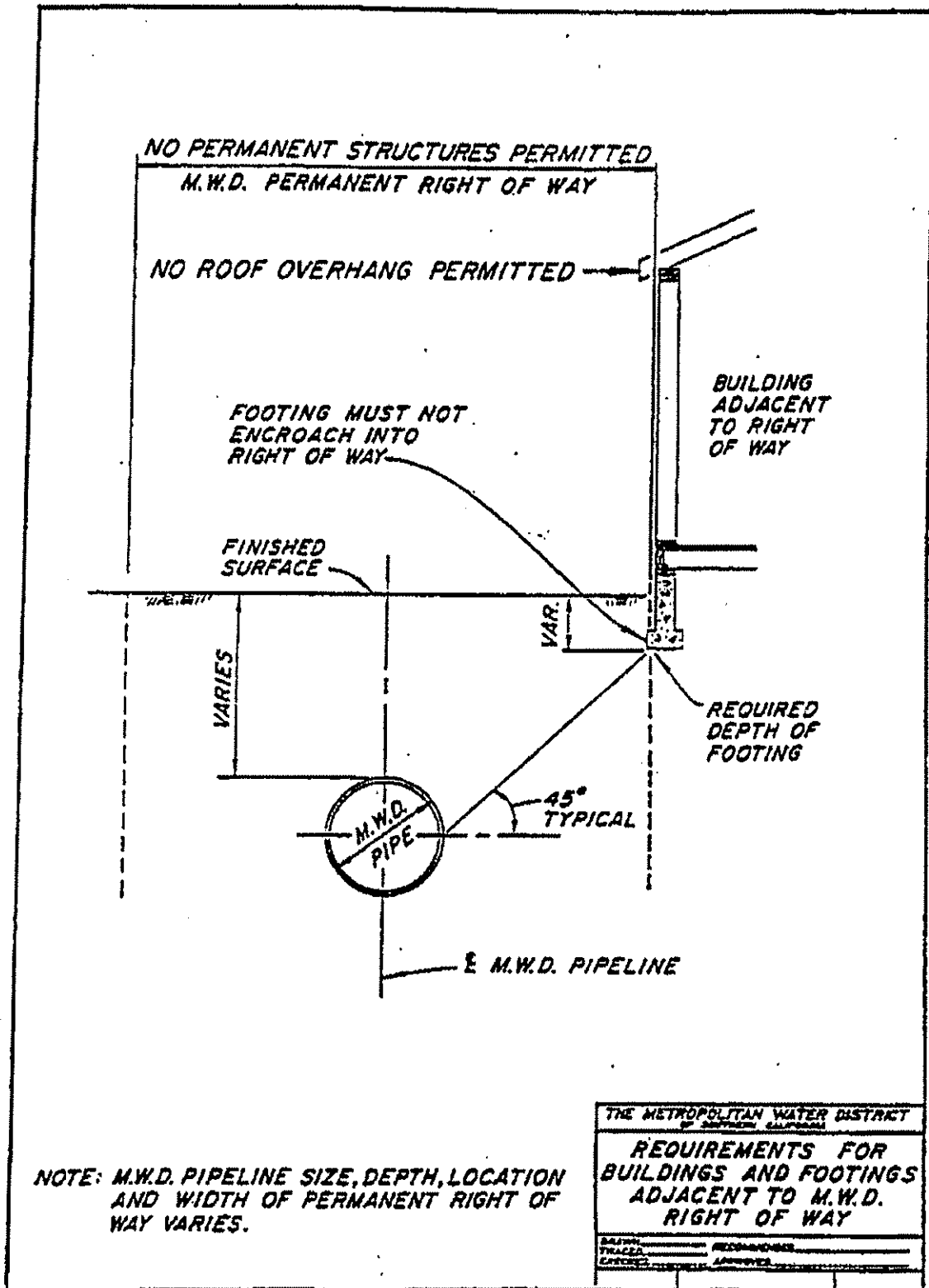
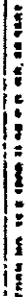


FIGURE 2



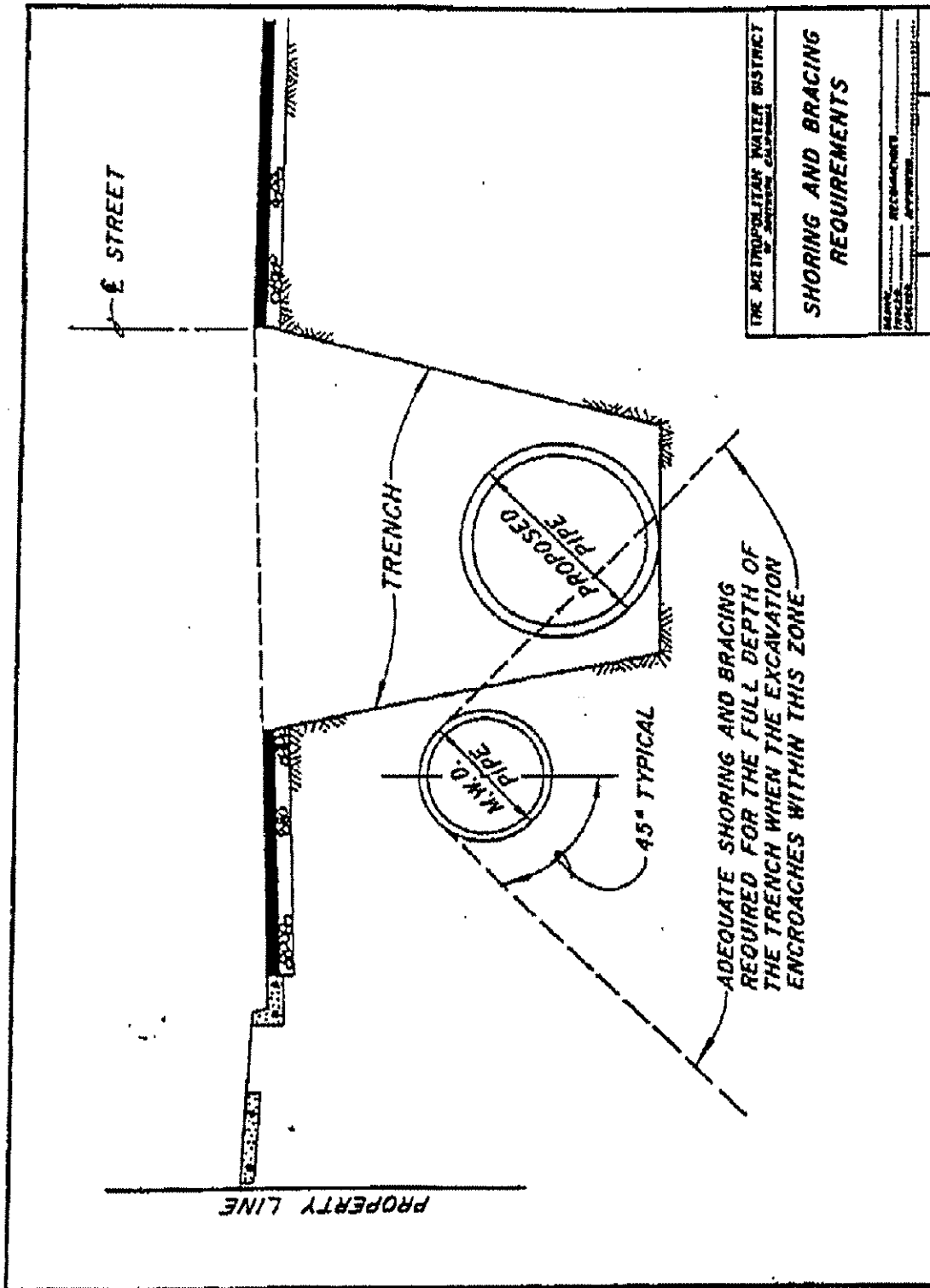
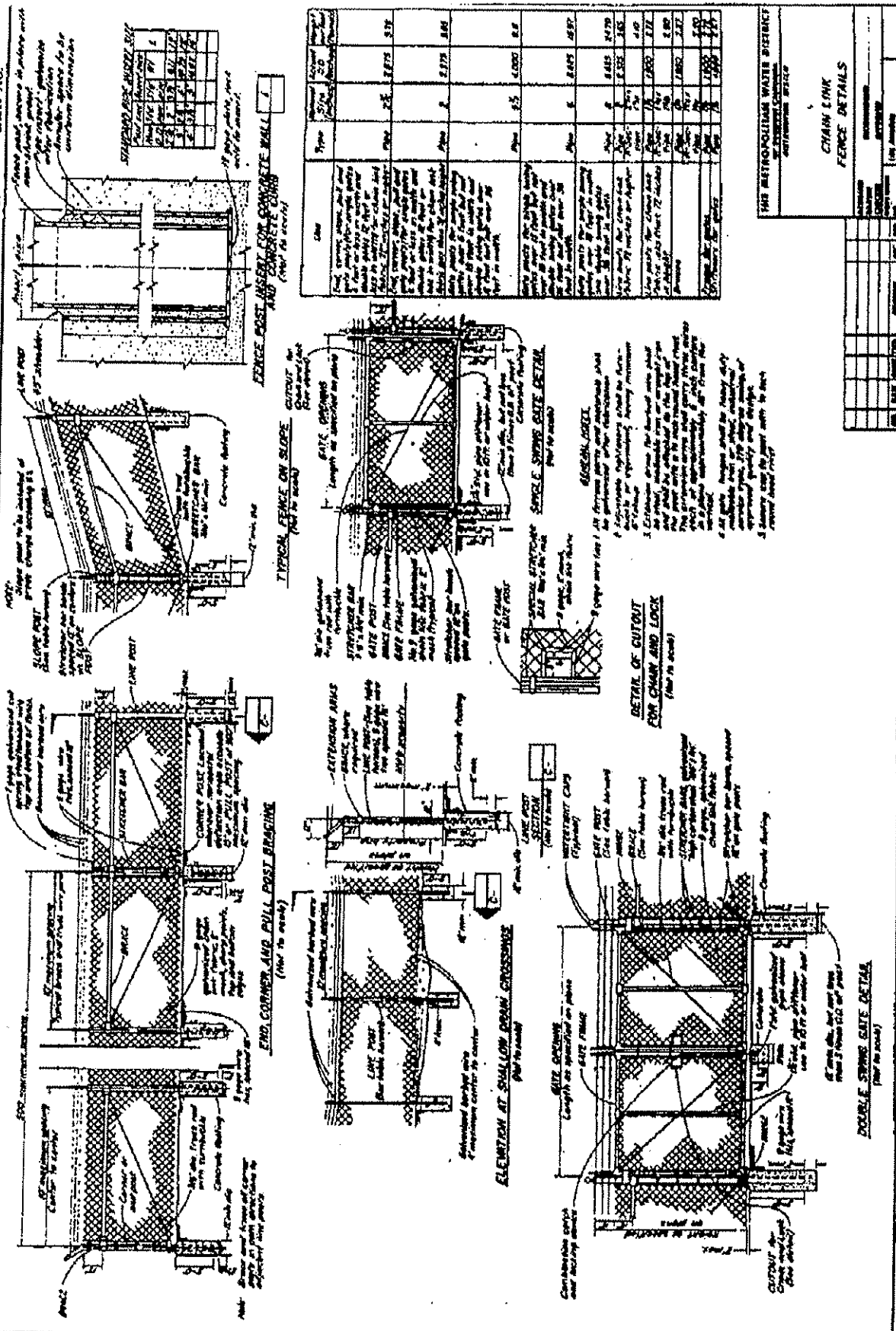
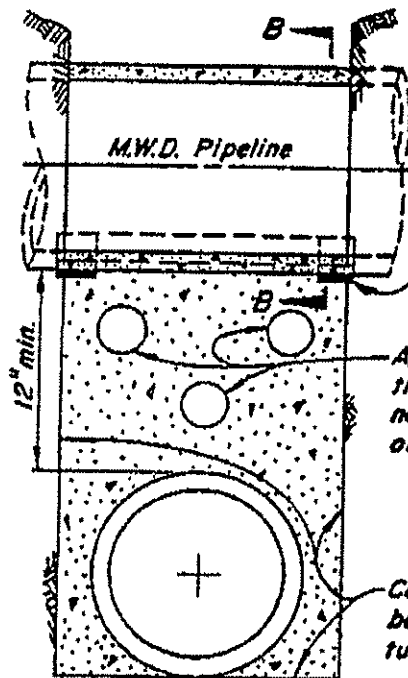


FIGURE 4

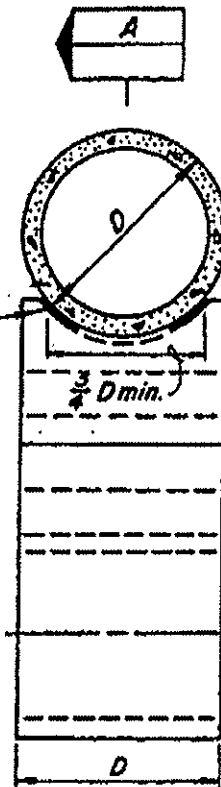
FORM 412, 57 5 1960 (1-58 P.B. 100 43-4507)



**FIGURE 5**

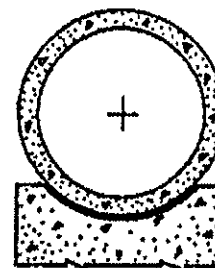


**SECTION "A-A"**



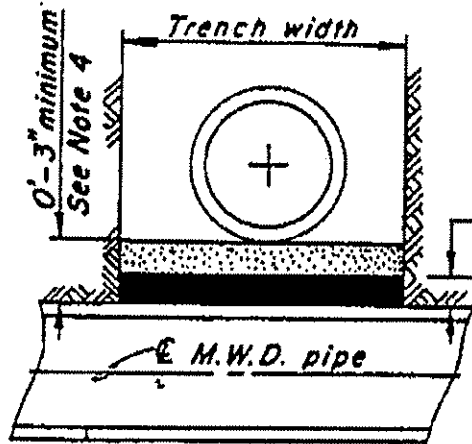
**CROSS SECTION**

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.

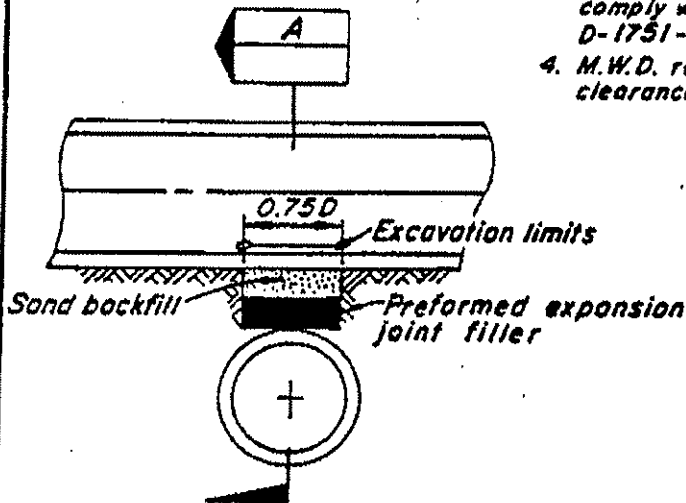


**SECTION "B-B"**

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL SUPPORT FOR M.W.D. PIPELINE	
DESIGNED BY _____	RECOMMENDED BY _____
TRACED BY _____	APPROVED BY _____
CHECKED BY _____	
C-9547	



SECTION A



CROSS SECTION

3" Preformed expansion joint filler

**NOTES**

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVERCROSSING OF M.W.D. PIPELINE	
DESIGNED BY _____	RECOMMENDED BY _____
TRACED BY _____	APPROVED BY _____
CHECKED BY _____	DATE _____
C-11632	



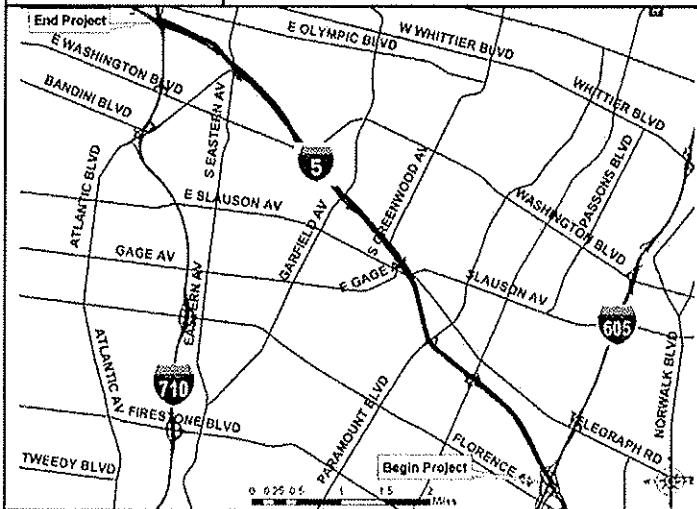
## **Attachment J**

### Scoping Meeting Newspaper Notice



## Environmental Scoping Notice

Seeking public comment on plans for constructing improvements on Interstate 5 between Interstate 605 and Interstate 710.



### What is Being Planned?

The California Department of Transportation (Caltrans), District 7, and the Federal Highway Administration (FHWA) are proposing to widen Interstate 5 (I-5) to accommodate additional lanes in both directions of I-5. Depending on the alternative selected, the project may also include modifications to the I-605 and I-710 interchanges. The proposed project will require additional right-of-way.

### Why This Notice?

Caltrans is formally initiating studies for this project. Based on preliminary plans, the resulting environmental document is anticipated to be an Environmental Impact Report/Environmental Impact Study (EIR/EIS).

### Your Involvement

The purpose of this public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The scoping notice also ensures that these parties are involved early in the environmental planning process. If you would like to be added to the project mailing list, please send your name and address to the contact below.

### Scoping Meeting

A scoping meeting has been scheduled regarding the proposed project. This meeting will be held on **February 27, 2008** at the City of Commerce City Council Chambers, 2535 Commerce Way, Commerce, CA 90040. The meeting will be held between 6pm and 8pm.

### Contact

Please submit your written comments to:



Mr. Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
CALTRANS  
100 South Main Street, MS 16A  
Los Angeles, CA 90012  
RE: I-5 (I-605 to I-710)

If you have any questions regarding this project, please contact Jason Roach at (213) 897-0357.

*Thank you for your interest!*

## **Attachment K**

### **Scoping Meeting Sign-in Sheets**



# I-5 Corridor Improvement Project (I-605 to I-710)

Agency Scoping Meeting  
Wednesday, February 27<sup>th</sup>  
2:00 p.m. – 4:00 p.m.

City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040



Name Organization		Address	Phone/Email
Name	Donna Lee	Address 800 W. Geneva Ave, San Dimas	Phone 909 592-3769
Organization	SCE	City, Zip San Dimas, CA 91773	Email donna.lee@sce.com
Name	Jim Dehuen	Address 1120 N St Suite A	Phone
Organization	CT-HQ	City, Zip	Email



1000 Patterson Grande  
Monterey Park, CA 91754  
525-720-5215/PAX 45215  
Fax: 525-720-5208/45208  
Mobile: 310-729-7871  
jim.dehuen@ct.com

Marissa Castro-Salvati  
Region Manager  
Local Public Affairs



City of Commerce

**Jorge J. Rifa**  
City Administrator

City Hall: 323-722-4805  
Fax: 323-726-6231  
E-mail: jorge@ci.commerce.ca.us  
Web Address: www.ci.commerce.ca.us

2535 Commerce Way  
Commerce, CA 90040



COMMUNITY DEVELOPMENT

City of Commerce

**Alex Hamilton**  
Assistant Director of  
Community Development

323-722-4805 Ext. 231  
Fax: 323-888-651  
E-mail: alexh@ci.commerce.ca.us

Address

Phone

City, Zip

Email



# I-5 Corridor Improvement Project (I-605 to I-710)

Agency Scoping Meeting  
Wednesday, February 27<sup>th</sup>  
2:00 p.m. – 4:00 p.m.

City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040



Name Organization	Address	Phone/Email
Name ASADUR TERRELLIAN Organization CT	Address 100 South Main St City, Zip L.A 90012	Phone 813-897-0138 Email
Name Alex Hamilton Organization City of Commerce	Address City, Zip Commerce	Phone Email alexh@ci.commerce.ca.us
Name Bib Zarnili Organization "	Address City, Zip Commerce	Phone Email
Name David S. Batson Organization City of Commerce	Address City, Zip Commerce	Phone Email
Name Ed Norris Organization City of Downey	Address City, Zip 11111 Brookshire Ave Downey 90241	Phone Email (562) 904-7109 enorris@downeyca.org



# I-5 Corridor Improvement Project (I-605 to I-710)

Agency Scoping Meeting  
Wednesday, February 27<sup>th</sup>  
2:00 p.m. – 4:00 p.m.



City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040

Name Organization		Address		Phone/Email	
Name	MEDARDO DE LA CRUZ	Address		Phone	(713) 897-6532
Organization	CALTRANS	City, Zip		Email	medardo_de_la_cruz@caltrans.ca.gov
Name	MARIO Sotelo	Address		Phone	
Organization	I 710/I 5 Commerce City of Commerce	City, Zip		Email	(223) 261-5570 msotelo25@earthlink.net
Name	DAVE RANDALL	Address	123 MONTEBELLO BLVD	Phone	323-887-7900 x3473
Organization	MONTEBELLO USD	City, Zip	MONTEBELLO CA 90640	Email	randall_dave@montebello.k12.ca.us
Name	Gerardo Alvarez	Address	One Gateway Plaza 99-22-02	Phone	213.922.2567
Organization	MTA	City, Zip	Los Angeles, CA 90012	Email	alvarez@mta.net
Name	STEVE MASURA	Address	11710 FAULGRAFT	Phone	562 663 0511
Organization	SANTA FE SPRINGS	City, Zip	SFS, 90670	Email	STEVE.MASURA@SANTAFESPRINGS.CA.GOV



# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting  
Wednesday, February 27<sup>th</sup>  
6:00 p.m. – 8:00 p.m.

City of Commerce Council Chambers  
2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre LARRY UNGLES	Address/Dirección 4950 TRIGAS ST.	Phone/Teléfono (323) 269-3033
Organization/Organización TCE LEASING	City, Zip Ciudad, Código Postal COMMERCE, CA.	Email UNGLES@TCE-LEASING.COM
Name/Nombre ANTONIO R. GONZALEZ	Address/Dirección	Phone/Teléfono
Organization/Organización "Lionelo" RESIDENT	City, Zip Ciudad, Código Postal	Email
Name/Nombre ROY CHOI	Address/Dirección ONE GATEWAY PLAZA	Phone/Teléfono 213 922-7343
Organization/Organización METRO	City, Zip Ciudad, Código Postal LOS ANGELES, CA	Email choi@metro.net
Name/Nombre DAVID EVIS	Address/Dirección 2342 COMMERCE WAY	Phone/Teléfono 323 278-9293
Organization/Organización RESIDENT	City, Zip Ciudad, Código Postal COMMERCE CA 90040	Email d.evis@att.net
Name/Nombre ERIC GARDILLO	Address/Dirección 5506 VILLAGE DR	Phone/Teléfono
Organization/Organización RESIDENT	City, Zip Ciudad, Código Postal COMMERCE, CA 90040	Email



# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting

Wednesday, February 27<sup>th</sup>

6:00 p.m. - 8:00 p.m.

City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre Gerardo Montano	Address/Dirección 320 W 4th St. LA CA	Phone/Teléfono (213) 620-4646
Organization/Organización 46th DISTRICT	City, Zip City, Zip Telano 90012	Email gerardo.montano@asm.ca.gov
Name/Nombre Julie Duncan	Address/Dirección 2423 Caspar Ave	Phone/Teléfono 323-726-6970
Organization/Organización Homeowner	City, Zip City, Zip Commerce CA 90040	Email julie.molinar@smcglobal.net
Name/Nombre Jose F. Ambrosio	Address/Dirección 5604	Phone/Teléfono (323) 727-6727
Organization/Organización	City, Zip City, Zip Mission Viejo - CA	Email
Name/Nombre Alex Hermita	Address/Dirección	Phone/Teléfono
Organization/Organización City of Commerce	City, Zip City, Zip	Email
Name/Nombre Bob Zarilli	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip City, Zip	Email





# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting

Wednesday, February 27<sup>th</sup>

6:00 p.m. – 8:00 p.m.

City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre G Flynn Tel leasing Organization/Organización	Address/Dirección 4950 Teiges St. City, Zip Ciudad, Código Postal Commerce CA	Phone/Teléfono 323-269-5033 Email FLYNN@tel-leasing.com
Name/Nombre Connie Blocker Organization/Organización	Address/Dirección 9031 Stamps Rd City, Zip Ciudad, Código Postal Downey, Ca. 90240	Phone/Teléfono 562-861-2383 Email blocker05@msn.com
Name/Nombre Roger Bague Commerce Planning Commission Organization/Organización	Address/Dirección 5444 Pueblo Ct City, Zip Ciudad, Código Postal Commerce CA 90040	Phone/Teléfono 323-728-1805 Email RBAGUE@hotmail.com
Name/Nombre Jaime Valencia Organization/Organización	Address/Dirección 7149 Egle Ave City, Zip Ciudad, Código Postal Commerce CA 90040	Phone/Teléfono 562-884-5308 Email
Name/Nombre Arturo Gonzalez Organization/Organización Rivers & Mountains Conservancy	Address/Dirección 15235 East Pk Alhambra City, Zip Ciudad, Código Postal Alhambra CA	Phone/Teléfono 626-579-1901 Email agonzalez@rvmc.ca.gov



# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting

Wednesday, February 27<sup>th</sup>

6:00 p.m. – 8:00 p.m.

City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre Organization/Organización Terrence Noriega City of Commerce	Address/Dirección 2535 Commerce Way City, Zip Ciudad, Código Postal Commerce, CA 90040	Phone/Teléfono 323/722-4805, ext 2884 Email fernandoma@ci.commerce.ca.us
Name/Nombre Organization/Organización Madelene Clarke Eastyards	Address/Dirección 4821 Astor City, Zip Ciudad, Código Postal Commerce	Phone/Teléfono 323 810 4073 Email
Name/Nombre Organization/Organización Raina Lucy Ramirez	Address/Dirección 5767 Barrons St City, Zip Ciudad, Código Postal Commerce	Phone/Teléfono Email
Name/Nombre Organization/Organización	Address/Dirección	Phone/Teléfono
Name/Nombre Organization/Organización	City, Zip Ciudad, Código Postal	Email
Name/Nombre Organization/Organización	Address/Dirección	Phone/Teléfono
Name/Nombre Organization/Organización	City, Zip Ciudad, Código Postal	Email



# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting  
Wednesday, February 27<sup>th</sup>  
6:00 p.m. – 8:00 p.m.

City of Commerce Council Chambers  
2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre Organization/Organización Robert Eula 710 Advisory Committee	Address/Dirección 4623 LEONIS ST City, Zip Ciudad, Código Postal Commerce CA 90040	Phone/Teléfono 323 2625609 Email
Name/Nombre Organization/Organización Maged El Rabaa County of Los Angeles Public Works	Address/Dirección 900 S. Fremont Ave City, Zip Ciudad, Código Postal Alhambra CA 91803	Phone/Teléfono (626) 458-3943 Email melrabaa@alpin.lacounty.gov
Name/Nombre Organization/Organización Marta Virginia Palumbo	Address/Dirección 2323 S. Connor Ave City, Zip Ciudad, Código Postal Commerce, CA 90040	Phone/Teléfono 323-720-1486 Email
Name/Nombre Organization/Organización	Address/Dirección	Phone/Teléfono
Name/Nombre Organization/Organización	City, Zip Ciudad, Código Postal	Email
Name/Nombre Organization/Organización	Address/Dirección	Phone/Teléfono
Name/Nombre Organization/Organización	City, Zip Ciudad, Código Postal	Email



# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting  
Wednesday, February 27<sup>th</sup>  
6:00 p.m. – 8:00 p.m.

City of Commerce Council Chambers  
2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>M. L. Brown</i>	Address/Dirección <i>FW</i>	Phone/Teléfono <i>949-857-9400</i>
Organization/Organización	City, Zip Ciudad, Código Postal	Email <i>mlopez@stamw.com</i>
Name/Nombre <i>Ron Cagle</i>	Address/Dirección	Phone/Teléfono <i>949-851-9400</i>
Organization/Organización <i>PTW/W</i>	City, Zip Ciudad, Código Postal	Email <i>rcagle@stamw.com</i>
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Email
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Email
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Email



# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting

Wednesday, February 27<sup>th</sup>

6:00 p.m. - 8:00 p.m.

City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
<small>Name/Nombre</small> <small>Organization/Organización</small> Peter Navarro President	<small>Address/Dirección</small> 5514 E Village <small>City, Zip</small> Ciudad, Código Postal Commerce, CA	<small>Phone/Teléfono</small>  <small>Email</small>  
<small>Name/Nombre</small> <small>Organization/Organización</small> Dennis Kohnen LAIANTA	<small>Address/Dirección</small> 16000 Highway 104 <small>City, Zip</small> Ciudad, Código Postal L.A. CA 90012	<small>Phone/Teléfono</small>  <small>Email</small>  
<small>Name/Nombre</small> <small>Organization/Organización</small> Ronald Miranda	<small>Address/Dirección</small> 6023 Baptists St <small>City, Zip</small> Ciudad, Código Postal 90040	<small>Phone/Teléfono</small>  <small>Email</small>  
<small>Name/Nombre</small> <small>Organization/Organización</small> Anthony Logan	<small>Address/Dirección</small> 2317 W. 10th Ave <small>City, Zip</small> Ciudad, Código Postal Commerce, CA	<small>Phone/Teléfono</small> 323-263-2113 <small>Email</small>  
<small>Name/Nombre</small> <small>Organization/Organización</small> Marcia Liao Planning Dept	<small>Address/Dirección</small> 2535 Commerce Way <small>City, Zip</small> Ciudad, Código Postal Commerce, CA 90040	<small>Phone/Teléfono</small> 323/722-4806 ext 2811 <small>Email</small>  



# I-5 Corridor Improvement Project (I-605 to I-710)

Scoping Meeting

Wednesday, February 27<sup>th</sup>

6:00 p.m. – 8:00 p.m.

City of Commerce Council Chambers

2535 Commerce Way, Commerce, CA 90040



Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
<small>Name/Nombre</small> OTIS JACKSON <small>Organization/Organización</small> Caltrans	<small>Address/Dirección</small>  <small>City, Zip Ciudad, Código Postal</small>	<small>Phone/Teléfono</small>  <small>Email</small>
<small>Name/Nombre</small> Nancy Puffer <small>Organization/Organización</small> Gateway Cities COG	<small>Address/Dirección</small> 16401 Perimeter BL <small>City, Zip Ciudad, Código Postal</small> Paramount CA	<small>Phone/Teléfono</small>  <small>Email</small>
<small>Name/Nombre</small> Nancy Barragan <small>Organization/Organización</small> Palencia Barragan LLP	<small>Address/Dirección</small> 5553 E. Village Dr <small>City, Zip Ciudad, Código Postal</small> Commerce CA 90040	<small>Phone/Teléfono</small> (323) 388-9433 <small>Email</small> nabarr@netmail.com
<small>Name/Nombre</small>  <small>Organization/Organización</small>	<small>Address/Dirección</small>  <small>City, Zip Ciudad, Código Postal</small>	<small>Phone/Teléfono</small>  <small>Email</small>
<small>Name/Nombre</small>  <small>Organization/Organización</small>	<small>Address/Dirección</small>  <small>City, Zip Ciudad, Código Postal</small>	<small>Phone/Teléfono</small>  <small>Email</small>

# **Attachment L**

## Scoping Meeting Handout



## **I-5 Corridor Improvement Project I-605 to I-710**

### **Scoping Meeting Agenda**

Wednesday, February 27, 2008

City of Commerce Council Chambers

- **Welcome / Overview of Meeting**
  - Introduction to the I-5 Corridor Improvement Project (I-605 to I-710)
  - Meeting Purpose (solicit early public involvement)
- **Scoping Process Overview**
  - Background Information
  - The Study Corridor
  - Alternatives
  - Environmental Studies
- **Public/Agency Comments**
  - Comment Cards
  - Roving microphone to collect comments
- **Concluding Comments/Informal Q&A with Caltrans staff**
- **Meeting Adjournment**

<b>Estimated Timeline</b>	
Scoping Summary Report	Spring 2008
Develop Preliminary Alternatives	Summer 2008
Develop Technical Studies	Summer 2009
Conduct Value Analysis	Fall 2009
Circulate Draft EIR/EIS	Spring 2010
Project Approval	Spring 2011
Start Construction	Summer 2015

For more project information please visit the project website at:

<http://www.dot.ca.gov/dist07/travel/projects/I-5/>





***I-5 Corridor Improvement Project (I-605 to I-710)***  
**COMMENT CARD**



**Name:** \_\_\_\_\_ **Date:** \_\_\_\_\_  
**Address:** \_\_\_\_\_ **Phone:** \_\_\_\_\_  
**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_ **E-mail:** \_\_\_\_\_

☐ **Please add me to your notification list**      ☐ **I support the project**

☐ **Please Explain...**

☐ **My concerns are...**

**Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director – Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment Cards by March 24, 2008.**

**PLACE  
STAMP  
HERE**

**California Department of Transportation, District 7  
Attn: Ron Kosinski  
Deputy District Director  
Division of Environmental Planning  
100 South Main Street, Mail Stop 16A  
Los Angeles, CA 90012**

## **Attachment M**

### **Public Meeting Officer Script**

## **I-5 Corridor Improvement Project: I-607 to I-710**

### **Scoping Meeting Format**

Wednesday, February 27, 2008

Agency Meeting: 2:00 p.m. – 4:00 p.m.

Public Meeting: 6:00 p.m. – 8:00 p.m.

### **S C R I P T**

Brief announcement before we begin (evening meeting only) – anyone needing Spanish translation, please be advised that an interpreter is available. Please see the gentleman at the back of the room and he will provide you with the translation equipment. Thank you.

---

Good afternoon/evening, welcome to the scoping meeting for the I-5 Corridor Improvement Project. I am Laura Muna-Landa, the public outreach consultant for Caltrans and will be facilitating this meeting. This meeting will focus only on the proposed freeway improvements to the Interstate 5 from Interstate 605 to the Interstate 710 in Los Angeles County. If you would like information about other portions of the I-5, please visit Caltrans' website at [www.dot.ca.gov/district7](http://www.dot.ca.gov/district7). The proposed project consists of possibly widening the I-5 to accommodate additional lanes in both directions. Depending on the alternative selected, the project may also include modifications to the I-605 and the I-710 interchanges. The proposed construction will improve both traffic circulation of the mainline and access to the freeway from surrounding cities.

This scoping meeting is being held to ensure that the concerns of the public are discovered early in the process and incorporated into the environmental analysis. Scoping is conducted to solicit public comments and to provide for the early involvement of elected officials, government agencies, interested organizations and individuals. Your comments are encouraged regarding potential social, economic, community, traffic, and environmental issues related to this project. Any opinions pertaining to these issues are welcome, and will be carefully considered.

This scoping period and meeting was publicized through a notice mailed to a database of over \_\_\_\_\_ residents, businesses and public agencies. Copies of the scoping notice were placed \_\_\_\_\_ (any locations???) near and around the project area. Display advertisements were also placed in four area newspapers.

Today's/tonight's scoping meeting is being held in accordance with requirements identified by the California Environmental Air Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The purpose of this meeting is solely to take your comments on the proposed project. The purpose of this meeting is NOT to respond to questions or issues raised, ONLY to take your comments. I will repeat that again, the purpose of this meeting is NOT to respond to questions or issues raised, ONLY to take your comments. All comments received will become part of the project record and will provide valuable input to our environmental and design staff. In a few minutes, we will begin the portion of the meeting where it will be your opportunity to provide verbal comments. For your convenience, I will be moving throughout the room to provide you with a microphone to use. Please use the microphone as we have someone take notes on your comments and an audible voice will assist her with this effort. Additionally, please be advised that we are recording this meeting to ensure the accuracy of your comments. Before providing your comments, please clearly state your name and if you represent an agency or organization or if you are a resident. Please be mindful of other people wishing to speak and limit your comments to three minutes. (For night meeting only – we have the use of these council chambers until 8:00 p.m.) If you are not comfortable speaking publicly or wish to submit your comments in writing, this is an acceptable method as well. You may submit written comments to the gentleman at the registration desk. We also have comment cards that you may complete and leave at the registration desk. If you prefer to submit your comments at a later date, please be advised that the comment period will close on March 24, 2008 at the close of business. Please submit written comments to Mr. Ron Kosinski, Deputy District Director, Division of Environmental Planning, Department of Transportation (Caltrans) at 100 South Main Street, Mail Stop 16A, Los Angeles, CA 90012. This contact information is also on the comment card. Please also use the comment card to add your name, address, email and other contact information to the project database. The project database will be used to invite you to future meetings and provide project updates.

Throughout this project, Caltrans will strive to work cooperatively with all interested parties in an effort to exchange ideas and to ensure that all factors are considered, and that a mutually acceptable project is constructed. The Department welcomes your ongoing participation in this endeavor.

Throughout the remainder of the year, the draft environmental document for this project will be developed. Caltrans will continue to keep you apprised of this project through the distribution of project

newsletters and through the Caltrans website. Additional community meeting and opportunities to comment will be provided throughout the process.

And now, I would like to introduce, Ron Kosinski, Deputy District Director who will provide some brief comments. After Mr. Kosinski's comments, we will begin taking your comments. Thank you.

## **Attachment N**

### **Comments Cards Received at the Scoping Meeting**



**I-5 Corridor Improvement Project (I-605 to I-710)**  
**COMMENT CARD**



Agency Mktg.

Name: ALFREDO OLINAS Date: 2/27/08  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
City: L.A. State: CALIF. Zip: 90022 E-mail: \_\_\_\_\_

☐ Please add me to your notification list ☐ I support the project

☒ My comments are...

Have a PARK AREA for COMMUTER STATIONS.

Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director – Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment Cards by March 24, 2008.



# I-5 Corridor Improvement Project (I-605 to I-710)

## COMMENT CARD



1000 E. Potrero Grande Ave  
Wintersville, CA 91755  
Marissa Castro - Salvati

Marissa's address

Agency Mtg.

Name: Donna Lee Date: 2-27-08  
Address: 800 W. Cienega Ave Phone: 909 542-3769 marissa.castro@scs.com  
City: San Diego State: CA Zip: 91793 E-mail: donna.lee@scs.com

☒ Please add me to your notification list

☐ I support the project

☒ My comments are...

Please send each of us a copy of the  
I-5 Corridor Major Investment Study and  
the Alternatives Analysis for the I-5/I-710 Interchange Draft report.  
Written comments on behalf of So Calif Edison will  
be forthcoming.

Any problems, please email or call

Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director - Division of  
Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment  
Cards by March 24, 2008.





# I-5 Corridor Improvement Project (I-605 to I-710)



## COMMENT CARD

Agency Mtg.

Name: S. P. O'NEAL Date: 2/27/08  
Address: \_\_\_\_\_  
City: LA State: CA Zip: 90022 E-mail: \_\_\_\_\_

☐ Please add me to your notification list ☐ I support the project

☒ My comments are... per peak hours

NO ZONE FARES; LONGER STOPS, 3 STREET

LEGAL DRIVERS

NO \$\$\$ refund people who take public transport

Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director - Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment Cards by March 24, 2008.



# I-5 Corridor Improvement Project (I-605 to I-710)

## COMMENT CARD



Name: Robert Eula Date: \_\_\_\_\_  
Address: 4623 Lewis St Phone: 323 2625609  
City: Compton State: CA Zip: 90040 E-mail: \_\_\_\_\_

- ☒ Please add me to your notification list ☒ I support the project  
☐ My comments are...

Missing Connection

Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director -- Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment Cards by March 24, 2008.



# I-5 Corridor Improvement Project (I-605 to I-710)

## Tarjeta de Comentario



Nombre:  
Domicilio:

*Armando Gonzalez*

Fecha:

*2-27-08*

Ciudad:

Numero

Telefonico:

*(624) 230 7167*

Estado:

Codigo

Correo

Postal:

Electrónico:

☐ Agrégume por favor a su lista de notificación

☐ Apollo el proyecto

☐ Mis comentarios son...

*That Caltrans design the I-5 widening with the reconstruction  
connections and amenities in line. That further  
mitigation be made for nearby residential community.*

Por favor entregue su Tarjeta de Comentario durante el taller o mande la por correo a: Ron Kosinski, Deputy District Director - Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Por favor someta su Tarjeta de Comentario a mas tardar el 24 de marzo de 2008.



# I-5 Corridor Improvement Project (I-605 to I-710) COMMENT CARD



Name: Connie Blocker Date: 2/27/08  
Address: 903' Samsel Rd Phone: \_\_\_\_\_  
City: Downey State: CA Zip: 90220 E-mail: blocker@msn

☒ Please add me to your notification list

☒ I support the project

☐ My comments are...

I live on North Side on S Freeway between  
Lakewood & Paramount Blvd in Downey -  
which will be known if it's going to be  
tunnel on North Side. Can South?  
Please keep me informed  
Please send me the opening report  
Hate Samsel

Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director - Division of  
Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment  
Cards by March 24, 2008.



I-5 Corridor Improvement Project (I-605 to I-710)

COMMENT CARD



Name: Valerio Polito Date: 2-27-08  
Address: 2323 S. CONNOR Phone: 323-928-1486  
City: Commer State: CALIF Zip: 90040 E-mail: \_\_\_\_\_

☒ Please add me to your notification list ☐ I support the project

☐ My comments are... We Live By The on e off Ramp  
off The 710 & Going South) - (CHECK MAP)  
40-5096 of USA. IMPORTS PASS TO THE TWO MAIN  
RAILROADS FROM LONG BEACH & LIFT ARBOR

AND INFORMATION - WOULD BE APPRECIATED

Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director - Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment Cards by March 24, 2008.



**I-5 Corridor Improvement Project (I-605 to I-710)**  
**Tarjeta de Comentario**



Nombre:

*Jorge Rifa*

Fecha:

Domicilio:

Numero

Telefonico:

Ciudad:

*Commerce*

Estado:

*Ill*

Codigo

Postal:

Correo

Electrónico:

☐ Agréguese por favor a su lista de notificación

☐ Apollo el proyecto

☐ Mis comentarios son...

*All communications*

*documents in Spanish.*

Por favor entregue su Tarjeta de Comentario durante el taller o mande la por correo a: Ron Kosinski, Deputy District Director – Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Por favor someta su Tarjeta de Comentario a mas tardar el 24 de marzo de 2008.



**I-5 Corridor Improvement Project (I-605 to I-710)**  
**Tarjeta de Comentario**



**Nombre:** Vandybargan **Fecha:** 2/27/08  
**Domicilio:** 5533 E. Village Dr **Numero Telefonico:** \_\_\_\_\_  
**Ciudad:** Commerce **Estado:** CA **Codigo Postal:** 90040 **Correo Electrónico:** vandybargan@comcast.net

☒ **Agrégueme por favor a su lista de notificación**

☐ **Apollo el proyecto**

☐ **Mis comentarios son...** I would like to get a copy of the 1998 Engineering Report  
Thanks

Por favor entregue su Tarjeta de Comentario durante el taller o mande la por correo a: Ron Kosinski, Deputy District Director - Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Por favor someta su Tarjeta de Comentario a mas tardar el 24 de marzo de 2008.

## **Attachment O**

Letters and Comment Card Received Post  
Scoping Meeting





# Metro

March 21, 2007

Ronald Kosinski  
Deputy District Director  
Division of Environmental Planning  
Department of Transportation (Caltrans)  
100 S. Main Street, MS 16A  
Los Angeles, CA 90012

Re: I-5 Corridor Improvement Project (I-605 to I-710) Comments

Dear Mr. Kosinski:

The Los Angeles County Metropolitan Transportation Authority (Metro) attended both the Agency Scoping Meeting and Public Scoping Meeting for the I-5 Corridor Improvement Project (I-605 to I-710) at the City of Commerce City Council Chambers on February 27, 2008. Our agency is overseeing the I-710 EIR/EIS Corridor Project and has some concerns due to the overlap of the project areas at the I-5 and I-710 interchange. The purpose of this letter is to formally submit Metro's comments.

The first concern relates to traffic modeling efforts. One of the purposes of the I-5 Corridor Improvement Project is to provide continuity of facilities and capacity on the I-5 freeway between I-605 and the I-710 freeways. As a result, Metro's primary concern with regards to traffic modeling efforts is that the I-5 Project and the I-710 Project both use the same figures to avoid a potential disconnect between the two projects. Specifically, Metro's concerns related to traffic modeling for the I-5 Corridor Improvement Project (I-605 to I-710) are:

- What agency's figures will be used?
- Will the modeling segregate car trips from truck trips?
- With regards to goods movement, how many TEUs are being considered in the baseline model?
- Who will be the consultant doing the modeling?
- Will other agencies be invited to submit input with regards to the figures or assumptions used (agencies such as Metro and the Ports, for example)

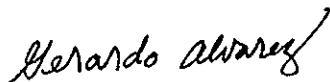
The second item of concern to Metro is public outreach in the vicinity of the I-710 interchange. Two communities in the vicinity of the interchange have conflicting concerns on some issues for the I-5 Corridor Improvement Project (I-605 to I-710) in the area surrounding the I-710 interchange. The two communities, for example, do not agree on issues such as the missing connectors and the design of the HOV lane. As a result, Metro wants to be proactive and address these issues before scoping begins for the I-710 EIS/EIR Corridor Project later this year.

I-5 Corridor Improvement Project (I-605 to I-710) Comments  
March 21, 2008  
Page 2

Staff from your office and Metro have met to discuss outreach issues for the two projects and charted a preliminary course of action going forward. It is our understanding that Caltrans' public outreach consultants are only under contract through December 2008. As a result, Metro wants to ensure that Caltrans' and Metro's public outreach consultants work together to present the two projects as seamlessly as possible to the affected communities.

If you have any questions, please call me at (213) 922-2567.

Regards,

A handwritten signature in black ink that reads "Gerardo Alvarez". The signature is written in a cursive, flowing style.

Gerardo Alvarez

Cc: Ernest Morales (Metro)  
Roy Choi (Metro)  
Jason Roach (CALTRANS)



# City of Commerce

March 19, 2008

Robert C. Fierro  
Mayor

Tina Baca Del Rio  
Mayor Pro Tem

Joe Aguilar  
Councilmember

Hugo A. Argumedo  
Councilmember

Rosalina G. Lopez  
Councilmember

Mr. Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
CALTRANS  
100 South Main Street, MS 16A  
Los Angeles, California 90012

Re: City Comments on I-5 (I-605 to I-710)

Dear Mr. Kosinski:

Below are comments from the City of Commerce which we believe your agency should consider and address as part of the scoping and preparation of the EIR/EIS for the proposed project. The City of Commerce believes that throughout this project a key objective to consider should be a commitment to public health and wellness and the project should be analyzed with this in mind. Please note these comments reflect our concerns based on previous studies. Community participation and input is vital to this process. The City encourages a frequent and up-to-date dialogue with your agency as it is our desire to insure that all stakeholders in the community are fully informed throughout this process. In addition, the City reserves the right to make future comments regarding its concerns as the project scope develops.

Many of these comments were originally raised by the I-710 Community Advisory Committee as part of the I-5/I710 Alternative Analysis completed in 2005. This analysis was based on earlier work (the Major Corridor Study for the 710 Freeway) completed in 2004. At the time the Major Corridor Study was released, both Commerce and East Los Angeles requested additional study of the I-5/I-710 interchange. The recommendations were approved by City Council in April 2006.

1. Make sure that full and complete communication is maintained with the I-710 Local Advisory Committee (LAC) regarding all aspects of the proposed project (from initial feasibility, to environmental review, and implementation/construction). Provide the I-710 LAC with a complete status and update on a regular basis. At all phases of the project, identify all items needing local consensus or approval with a clear communication of the action needed and deadline for such response. In addition, all project information, including technical studies, should be made available in Spanish.

2535 Commerce Way  
Commerce, CA 90040  
Phone: 323•722•4805  
Fax: 323•888•6841

*"Where Quality Service Is Our Tradition"*

2. The community suffers tremendously from existing road and rail facilities in the area. These environmental health impacts are well documented. There is community-wide concern about health impacts caused by any increases in roadway capacity given current residents close proximity to roads, railroads, and vehicular pollution. The proposed EIR/EIS for the project should include a Health Risk Assessment detailing the cumulative effects within our community of this added pollution.
3. Identify and fully study air pollution impacts to all sensitive receptors in the city. This includes identifying the health affects at local schools and parks focusing on respiratory illness including asthma.
4. Identify and mitigate all construction-related impacts including but not limited to businesses impacted by construction activity i.e. disruptions to business activities as well as impacts to air quality and noise generated by construction activity and equipment. Develop a program to mitigate such impacts including signage and access for businesses affected by construction, utilize clean air technology for the construction equipment including noise attenuation devices including best management practices.
5. The EIR/EIS study should perform a comprehensive socioeconomic impact study including a cost benefit analysis analyzing the potential loss of property values, and determine whether the health threats outweigh the benefits. The environmental study should look at noise impacts, economic development impacts, public health impacts, traffic and safety impacts, congestion and mobility induced impacts, and community resources including parks and environmental justice considerations. The growth inducing impacts of the project should be analyzed.
6. The proposed EIR/EIS should take into account all reasonably foreseeable future projects (both public and private) and assume them as background to the project for the purposes of all environmental analysis.
7. In addition to applicable federal, state, and county-wide standards, project impacts must be analyzed taking into account any and all applicable local standards/thresholds.
8. Eliminate the connectors from the 1-5/1-710 interchange. The construction of these connectors would result in significant impacts to existing right-of-way. However, they are estimated to serve only about 200 vehicles/hour in the PM peak (based on earlier projections from your agency). Therefore, since they do not serve any significant traffic

volumes, it was recommended they not be constructed. By eliminating the connectors from the proposed improvements to the I-5/I-710 interchange, several other geometry improvements can still be made avoiding all property impacts in Commerce. Currently, there is an alternate connector from the I-710 north to the I-5 south via Bandini Boulevard to Garfield.

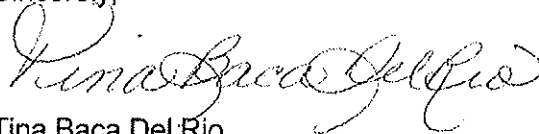
9. In the future, any improvements that propose the realignment of the existing connectors between the I-5 and I-710 must be presented back to the I-710 Tier 1 LAC and the City of Commerce for review in order to provide an alternative recommendation, if necessary.
10. Project alternatives i.e. double decking, raised HOV lanes should clearly identify the nature of the impacts on the community from noise, to air quality and aesthetics.
11. Provide a full traffic analysis identifying all trips generated by the project, especially those related to the movement of goods in the area. This includes the identification of the type, route, and ultimate destination of the vehicle trips and their effects on local traffic.
12. Provide details on all proposed HOV lanes i.e. number, geometry, access.
13. Improve all arterial intersections between the I-710 and I-5 freeways.
14. What are the impacts to both private and public property including existing street grid and alignments including Telegraph Road and Washington (to name a few)?
15. What are the impacts to our primary arterials based on any closures or modifications to interchanges?
16. How will future Caltrans improvements to other freeways in the vicinity, including I-710 and Freeway 60, impact the proposed project?
17. The EIR/EIS should identify all project alternatives including mass transit and increased ridership as well as specific projects (both rail and bus projects including the proposed MTA Gold Line Eastside Connection, and Greenline to name a few) and analyze each within the scope of socioeconomic impact. Fully study these alternatives to meet the objectives of increased mobility and fully mitigate significant impacts.

Letter to Mr. Ronald Kosinski, Deputy District Director  
March 19, 2008  
Page 4

18. Elements of the proposed project, including sound walls and bridge/ramp design (to name a few), should be designed to reflect a high degree of architectural and aesthetic sensibility. Areas adjacent to ramps should incorporate lush landscaping and decorative hardscape, while sound walls and bridge/ramp structures should be designed with architectural features/elements to enhance and celebrate the community's identity.
19. The City is impacted by current storm water runoff and drainage from the existing freeway. The EIR/EIS must take this into account and propose mitigations to address this issue.

Please don't hesitate to contact me if you have any questions.


Sincerely,

A handwritten signature in cursive script, reading "Tina Baca Del Rio". The signature is fluid and elegant, with the first name "Tina" being the most prominent.

Tina Baca Del Rio  
Mayor

Eric R. Gordillo  
5506 E. Village Drive  
Commerce, CA 90040-1534

March 23, 2008

Mr. Ronald J. Kosinski   
Deputy District Director  
Division of Environmental Planning  
CALTRANS  
100 Main Street MS 16A  
Los Angeles, CA 90012

RE: Interstate 5 expansion project (I-605 to I-710)

Dear Mr. Kosinski:

Thank you for the opportunity to state my concerns regarding the Route 5 expansion project as described at the scoping meeting in the City of Commerce council chambers on February 27, 2008. Since you stated at the scoping meeting that questions would not be answered and to only state our concerns, the following are my concerns regarding the Route 5 expansion project:

I am opposed to any geometric alignment that does not minimize the impacts on residents, and residential and commercial properties.

I am concerned that Caltrans has not disclosed any project design details regarding the above referenced expansion project, even though Caltrans engineers have been working on the project design for months, perhaps even years. Caltrans' failure to disclose project design details hinders one's ability to evaluate the project impacts and hampers the environmental impact evaluation process.

I am concern that Caltrans will not make an effort to achieve environmental justice as part of its mission and thereby ignore Presidential Executive Order 12898. Caltrans' own Community Impact Assessment handbook states that "various community groups must be involved early during the project development process, ideally when transportation plans are being developed at the regional level, well before the official public hearings are held for specific projects as required by environmental laws." Yet I am not aware of any outreach programs as described in Caltrans' handbook or any disclosure of project development details.

I am concerned that Caltrans' Route 5 expansion project will displace residents. The residential turnover in the City of Commerce is low compared to surrounding cities and I am concern that Caltrans will not find or develop reasonable comparable housing within the City of Commerce for displaced residents.

I am concerned that local businesses, which are a source of revenue for the City of Commerce, will be displaced without adequate compensation to the businesses or compensation to the City of Commerce for the lost of business revenue.

I am concerned the Caltrans' Route 5 expansion project will adversely impact the local streets' level of service (LOS) and that Caltrans will not improve the LOS of the local streets, but merely be complacent by maintain the existing LOS.

I am concerned about the proposed southbound Route 5 hook off-ramp that terminates directly into the five point intersection (Atlantic Ave., Telegraph Rd., Goodrich Blvd., Ferguson Dr and Triggs St.) will cause additional traffic delays on local streets.

I am concerned about the lane configuration and width of the proposed new Atlantic Avenue Overcrossing structure and the disruption of traffic during the construction phase. The Atlantic Avenue structure provides a vital link for the community.

I am concern about the lack of a Class II bike lane along Telegraph Road which is a primary route that leads to the Rio Hondo River and San Gabriel River Class I bike paths.

I am concern about the lack of connectively to the Citadel that Caltrans created when it demolished the Gaspar Avenue POC. This was an important link to the Citadel and transit bus stops that were located on Telegraph Road near the Gaspar Avenue POC.

I am concerned about the about wear and tear the local streets may be subjected to if and when Caltrans detours freeway traffic on to local streets during construction. I believe pavement surface deflection tests should be measured before and after completion of the project and that Caltrans compensate the City of Commerce for any excessive wear to the local streets.

I am concerned about the noise impacts and the mitigating measures for said impacts.

I am concern that Caltrans will not provide architecturally aesthetically pleasing sound walls and instead propose bland looking block sound walls.

I am concerned about the health risk impacts and believe that Caltrans is obliged to perform a health risk assessment study.

I am concerned about the adverse depreciation affect the Route 5 expansion project will have on the existing homes that are not taken for the expansion project. Caltrans' proposal to shift the centerline of Route 5 approximately 100 feet to the south will adversely impact property values and it is only proper for Caltrans to compensat



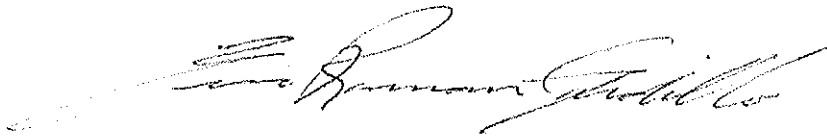
homeowners for any economic injury. For many minorities, whom are fortunate to be homeowners, their homes are there only asset with the potential for appreciation and Caltrans' Route 5 expansion project will be devaluing their property values. This is truly environmental injustice.

I live on Village Drive and our existing beautiful street will not be the same when Caltrans takes 12 to 13 homes on Village Drive. My wife states the street is going to be "ugly" since we would be looking at bland block sound wall instead of a beautifully outlined street. Caltrans must compensate those homeowners whose properties are depreciated due to the expansion project.

I am concerned that if the Route 5 expansion project proceeds, it would create an unfair shared burden to the City of Commerce residents and businesses, impacting health, increase noise and pollution levels, disrupting small business and diminishing their viability, decreasing property values, and creating severe impacts and economic injury.

In closing, I believe my concerns are reasonable and must be satisfactorily addressed as conditions of project approval to offset environmental impacts on the affected residents and businesses. Furthermore, I believe Caltrans is obliged to address these concerns to the satisfaction of those affected.

Sincerely,



Eric R. Gordillo

Cc: **U.S. Congressional Representative - 34rd District**  
Lucille Roybal-Allard  
Roybal Federal Bldg.  
255 E. Temple St., #1860  
Los Angeles CA 90012  
(213) 628-9230

**State Senator - 30th District**  
Ron Calderon  
12440 E. Imperial Hwy #125  
Norwalk CA 90650  
(562) 929-6060

**State Assembly Member - 50th District**

Hector de la Torre  
8724 Garfield Ave.  
South Gate CA 90280  
(562) 927-1200

**L.A. County Official**

**Supervisor - 1st District**

Gloria Molina  
Board of Supervisors  
4801 E Third St.  
Los Angeles CA 90022  
(213) 881-4601

**City of Commerce Council**

Tina Baca Del Rio  
Joe Aguilar  
Robert C. Fierro  
Hugo A. Argumedo  
Rosalina G. Lopez

Bob Zarrilli  
Alex Hamilton

February 28, 2008

Ronald Kosinski, Dep. District Director  
Division of Environmental Planning  
Caltrans  
100 S. Main St., MS 16A  
Los Angeles, CA 90012

Re: Planned Construction to widen Interstate 5

I am in favor of this project. The I-5 freeway is a mess from the O.C. county line to L.A. It must be widened on both sides to a 12 lane highway. This can easily be done in Norwalk, Downey and Commerce. It's a no-brainer!

Virginia Morris  
11619 Coldbrook Ave.  
Downey, CA 90241

2/27/00

Donald Kosiowski, Deputy Dist. Director  
Division of Environmental Planning  
100 S. MAIN ST. MS 16A  
L.A. CA. 90012 CALIFORNIA

PLEASE ADD MY NAME + ADDRESS  
TO THE PROJECT PLANNING LIST

THANK YOU,

Eva R. Long

I LIVE IN THE CITY OF  
COMMERCE ADJACENT TO  
THE 5 FREWAY AND EASTERN  
AVE.



Mrs. Eva R. Long  
5546 E. Village Dr.  
Los Angeles, CA 90040



**I-5 Corridor Improvement Project (I-605 to I-710)**  
**COMMENT CARD**



Name: Mario Sotelo Date: 02-27-08  
Address: 2319 Courts AV Phone: 323 261-5570  
City: Commerce State: CA Zip: 90040-1101 E-mail: MSotelo25@EarthLink.net  
☐ Please add me to your notification list ☐ I support the project  
☐ My comments are...

1. need copy of 1997 (MIS) RPT  
Please hard copy.

Please submit comment card during the workshop or mail to: Ron Kosinski, Deputy District Director – Division of Environmental Planning - 100 South Main Street, Mail Stop 16A - Los Angeles, CA 90012. Please submit your Comment Cards by March 24, 2008.

## **Attachment P**

Digital Recording of Scoping Meeting